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281 • November 1996 • Adults Only

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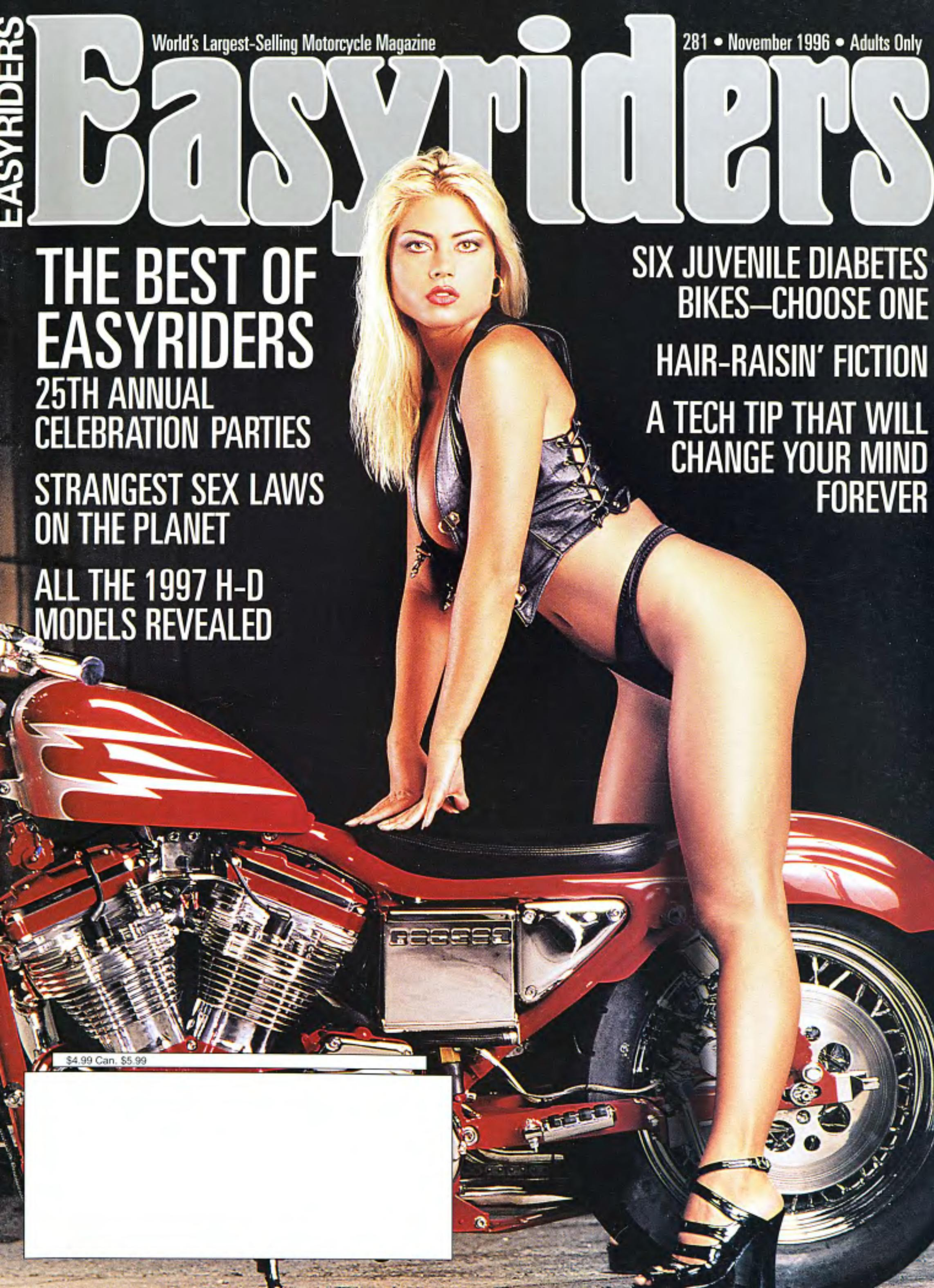

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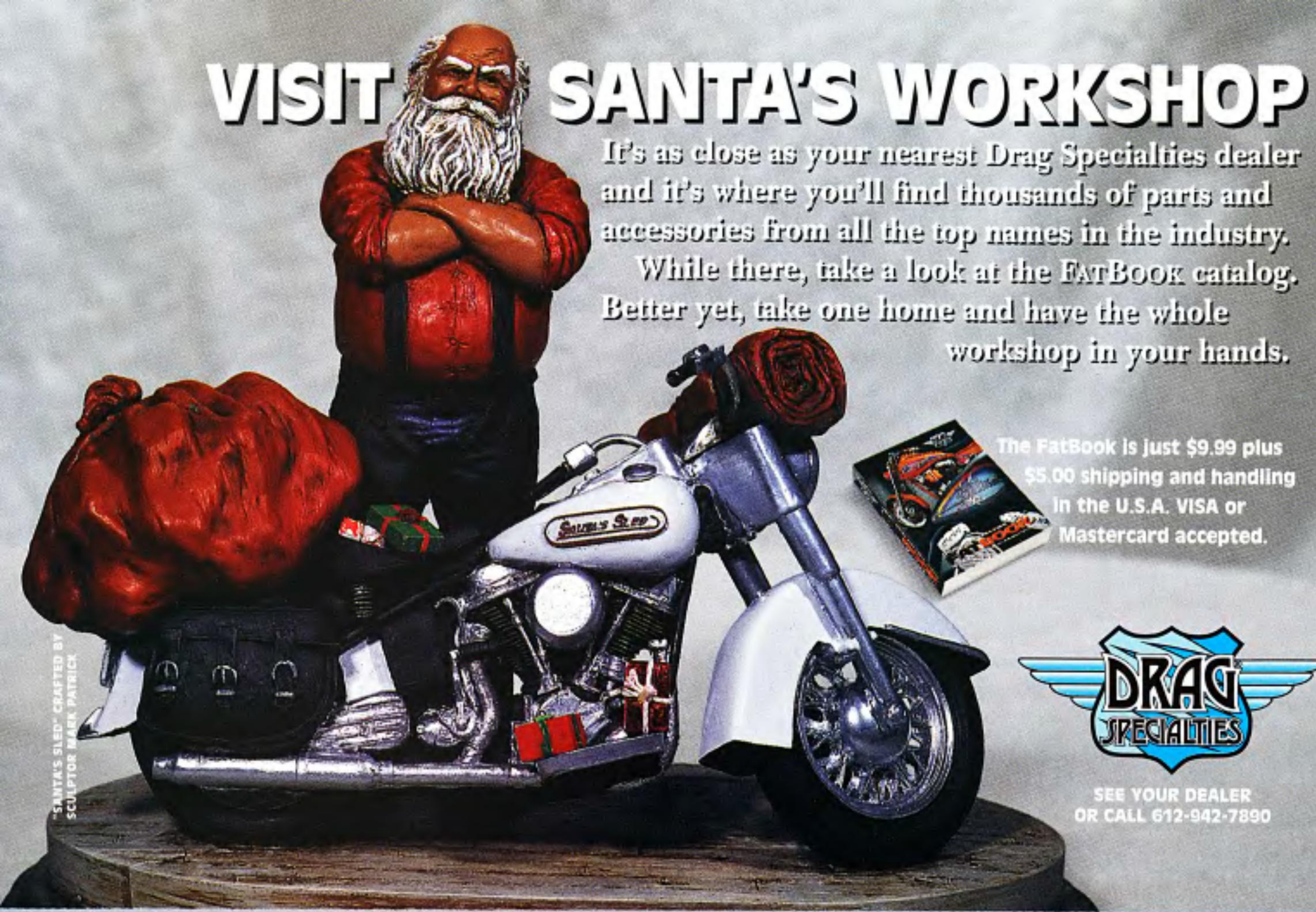
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TAKING IT EASY

This woman said no, she wouldn't do it. She absolutely would not. Wouldn't do what, you ask? She wouldn't find her husband a prostitute, so he slapped her around. (Not a very accommodating broad, I'd say.)

Here's a weird one. Hard to believe it's true—but it came to us almost firsthand. Seems this couple got married at a huge wedding with 300 guests. At the reception after the wedding the groom got up on stage to talk to the crowd. He started off by saying he wanted to thank everyone for coming—some from long distances. He especially wanted to thank his family and the family of the bride. He said he wanted to thank everyone for not only coming, but also for bringing gifts. In return he wanted to give each one of them a gift, so he had taped a manila envelope to the bottom of each chair. The guests reached down to get their envelopes, and when they looked inside, they saw an 8x10 photo of the best man having sex with the bride. After the groom stood there watching people's reactions for a few minutes, he turned to the best man and said, "Fuck you." Then he turned to the bride and said, "Fuck you," and then said, "I'm outta here." He got the marriage annulled the next day. Most of us would have broken it off immediately after finding out what was up. But this guy wanted his revenge—making the bride's parents pay for a 300-guest wedding and reception, letting everyone know exactly what happened, and then trashing the bride's and best man's reputations in front of the world! Is that sweet revenge or what?

This biker was out in the country, riding down the road, enjoying the scenery when all of a sudden a couple of cows jumped out of their pasture and headed in his direction. They decided they liked him so much that he'd make a good sandwich, so one ran along the left side of him and the other ran along the right side. But pretty soon one of them started missing the other and decided he wanted to get off the sandwich trip so he tried to jump over the bike. But he just couldn't jump high enough to clear the scoot so the biker took a dive, breaking his leg. The cow was fine.

This guy was on the "Ten Most Wanted" list for drug offenses. He saw the list and his photo at the local post office and called the police to discuss why he should not have been featured on the poster. Now the list is "Nine Most Wanted."

Here's a new twist on how to rob a store. This robber and six women robbed a bunch of stores by having the women go in first. They stripped down to their panties, and while everyone in the store stared at them in disbelief and awe, the robber stole the cash. Now that's some creative thinking.

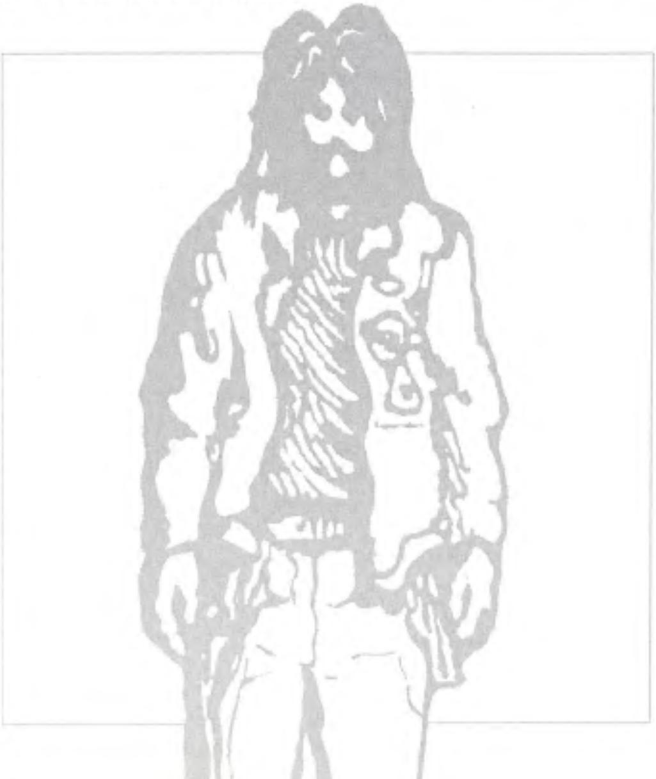
For inmates who act up, Florida has concocted a meal called Mystery Loaf. It's supposedly very nutritious so I'll let you in on the ingredients in case you might wanna try it on your ol' man if he won't mow the lawn: 6 slices whole wheat bread, 1¼ cups imitation cheese, 3/4 cup grated raw carrots, 3/4 cup canned, drained spinach, 1/2 cup seedless raisins, 3 cups Great Northern beans, 4 tablespoons soybean oil, 1 cup tomato paste, 3/4 cup instant nonfat dry milk, and 1/2 cup dehydrated potato flakes. (If you want to know how to mix it together and in what order, let me know.)

Now here's a testy tow truck driver. A woman called a tow truck company because she needed a jump-start. When the guy got to her car, she didn't have cash to pay him. Was he understanding about her plight? No, he was pissed and lowered the flatbed portion of the truck onto one of her feet. He also threatened to crush her legs if she didn't move out of the way so he could tow the car. Now that's the kind of guy you probably wouldn't want working for you.

Fat women were considered beautiful in turn-of-the-century Africa. The African women used to keep their ravishing looks by slathering themselves with rhino poop to smooth and soften the skin, soaking for hours in warm baths made of mud, minced tree fungus, and pureed locust eggs mixed with boiling water to relax them and make them feel sexy, packing their hair with rotten banana mush to make it shiny, plucking out their eyebrows, and eating enormous quantities of high-calorie porridge made of boiled roots so they could lard on pounds and pounds of blubber. Hefty honeys were favorites among African men.

The cheetah who was the chimp in the Tarzan movies is still alive (he's 64). His owner gives him 11 pints of beer a day and once a month, "as long as he behaves himself," he gives him a few bottles of schnapps. Ah, what a life—growing old and keeping that buzz.

This guy was given a light sentence for a speeding ticket because he brought his soiled underpants to court to lend credence to his claim that he had to rush home to deal with his diarrhea. (I wouldn't have given him any sentence at all—just to get him the hell out of my sight.)



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Easyriders

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 281 • NOVEMBER 1996

Cover photo of Adriana with Jason Swieck's 1992 XLH by Steve Gunn. Special effects imaging by Daniel Ferguson.

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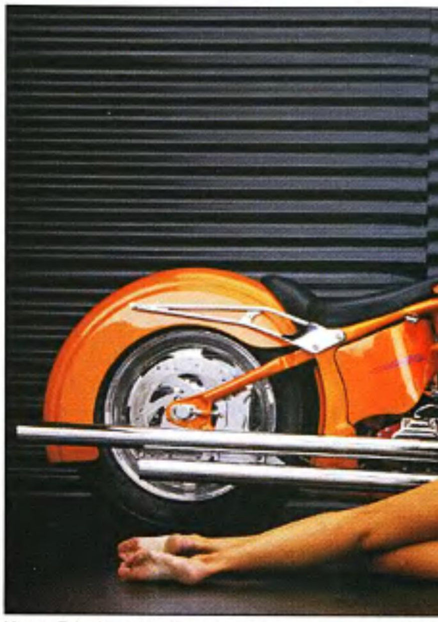

Kenny Price's stylish Samson scoot and svelte Fox Hunt

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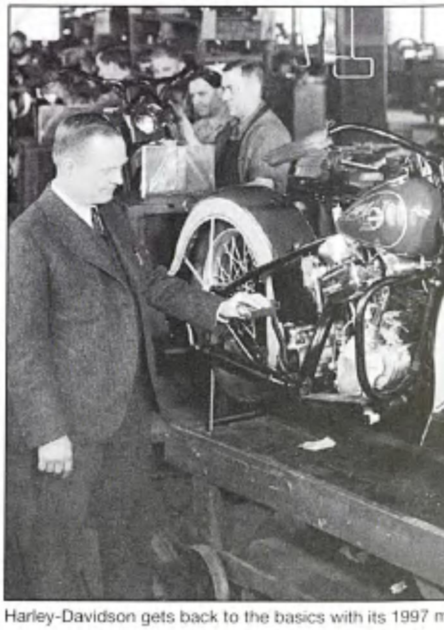

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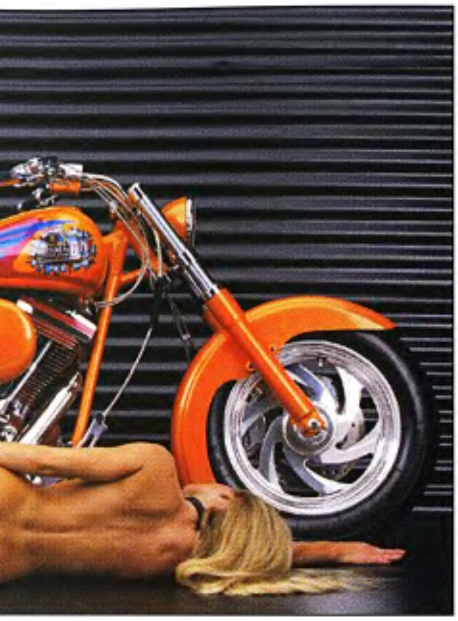

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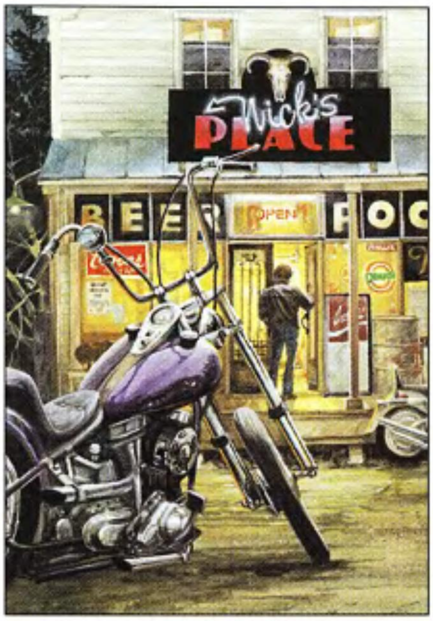

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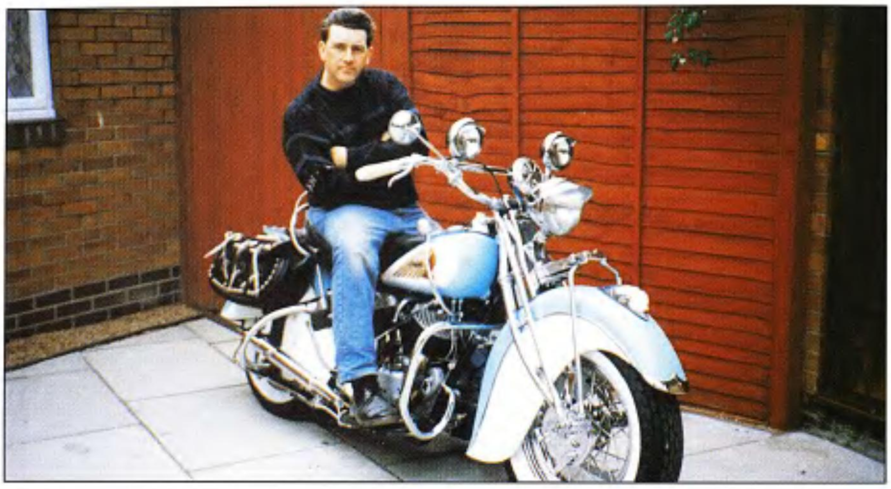

A Forgotten Old Indian

It all started about three years ago when this old chap I was talking to in the pub mentioned that he had an old American motorbike and sidecar underneath a pile of blankets in his garage. He said it was a 1200cc Indian and that the last time it saw the road was back in 1957. By this time I was chomping at the bit to have a look at this long-forgotten treasure, and he duly invited me to his home.

What a sorry sight. It was covered with years of dust, grime, and cobwebs, and cord hung from its bald tires. I told the old boy I would love to sink my teeth into its restoration. He said he didn't think he'd ever get around to restoring it and asked if I would like to buy it. To say I bit his hand off is an understatement.

In the following 2½ years I acquired parts from Europe and the U.S., working overtime to pay for them. When I bought the bike, the old boy who owned it said the engine had absolutely never been fired up and was brand new. Yeah, right, I thought. But when I removed the crud from the outside and stripped the thing down to its brand-new roller bearing crankshaft, lo and behold, the engine was pristine. Even the tranny. No burrs on the gears, nothing. Too good to be true.

I took the bike to its first show in May after only just getting it put together that same morning. The Indian walked away with the best bike award. In June it won another best of show,and that's about as far as we are at the moment.

A special thanks to my wife, Janet, for letting me keep all the parts, including the frame, in our bedroom while I had the garage extended. But that's another story.

Dennis Aspland
England

False Courage

Bell Helmets has reached a new low in promoting its questionable product. They use a series of film clips of "Extreme Sports" showing several idiots attempting back-breaking stunts and doing their best to fuck themselves up.

Then a brain with a Bell helmet on it is shown with the slogan "Courage For Your Head."

False courage ... no brains.

Whore Dog
Las Vegas, Nevada

Happy in Hungary

You guys are the fuckin' greatest. I'm deployed in Hungary right now in support of Operation Joint Endeavor, and *Easyriders* is one of the few simple pleasures we get to enjoy here. The 25th Anniversary issue came out, and there was no supplementary copy of the first issue with it. Well, I wrote a quick letter to the staff there and not two weeks later I got my copy in the mail. It's this kind of stuff that makes *Easyriders* one of the most popular rags out there and my personal long-time favorite.

Scooter
Kaposvar, Hungary

Redwood Run

We just got back from the 19th Annual Redwood Run. It has come a long way in 19 years, and I don't think it gets the credit it deserves. The Kiwanis, ABATE, MMA, Miller, and many others help put this run on. They deserve a great deal of thanks, and I hope this letter speaks for all the riders who support the run.

It's been a while since *Easyriders* covered this event. I'd like to see your truck and staff at the 20th Redwood Run and some real coverage on it.

Dennis and Cheryl
Escalon, California

Break out the '97 calendar.

Some Advice On Hearing Aids

I would like to offer some advice on the problems of the hearing impaired.

I have bad hearing in my right ear and wear a hearing aid. I ride in traffic and no longer wear my hearing aid while riding. All I hear most of the time anyway is the wind. My mirrors are what I depend on. I really can't seem to understand what Jay Mudry (March '96) wants to hear. He should try to ride without his hearing aid and depend on his eyes more than his ears.

Here's another tip: On long trips I put throw-away ear plugs in my ears. I can still hear the wind slightly plus cars and horns. This method takes a lot of stress out of a long ride. And if you do wear your aid and it squeals inside your helmet, you can turn it off (or take it out). You can also get one that fits further down in the ear and it won't squeal.

Don Junkin
Charleston, South Carolina

What did you say?

Doc Wolf's Last Putt

Your article "Doc Wolf's Last Putt" in the July 1996 issue brought tears to my eyes. Because you guys took the time to help out a fellow brother, he said he could die in peace. The example is clear—anyone can make an impact on someone else's life. Dedicate a little time each week to help another person become someone he might not have become if not for your intervention. It's amazing how it'll come back to you.

Doc, I'm urging you to keep living the best you can. We only get one chance at this life. As bikers, we live life a little wilder than most. Some of us have, or →

A little too attached to your
old riding gear?
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AN AMERICAN LEGEND

are, scraping every last bit of change to get a Harley. The fiction piece in the same issue, "Family Tradition," is a great example of the sweat and blood it's taken some of us to reach our goals. Never quit! It'll happen if you work hard enough. That goes for anything. Health, wealth, life.

Laurence
Miami, Florida

Doc passed away recently, but he would have appreciated your thoughts.

He's In Love
The woman in the photo on page 78 of your July 1996 issue is the most liver-quivering, vein-hardening package of female sexuality I have ever seen. This goddess of feminine sensuality is a better vision of erotic pleasure fully clothed than most of your models are stark naked (sorry, girls). One question: How could that ice stay frozen being so close to something that hot?

Timothy "Warlock" Huckins
Concord, New Hampshire

A Beef
Congratulations on your 25th anniversary issue. But how about thanking your European readers? Didn't we support you all of those fucking years?

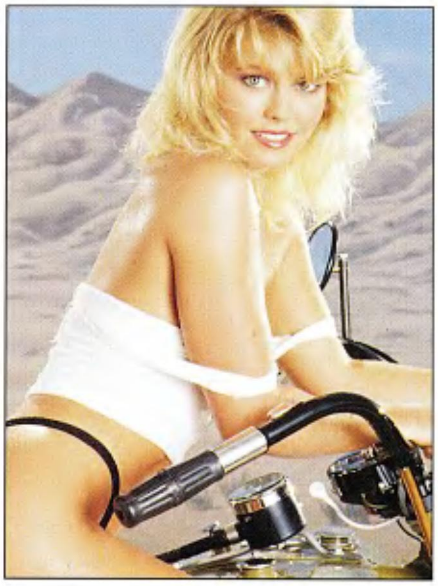
F. Admiral
Netherlands

From Across The Pond
It has to be said—you guys at Paisano do put together some great mags.

When I read the first issue, I had an old Triumph 500 chop. I had this dream of owning a Harley. A few years ago I got a few boxes of crud that used to be a police bike. They all said I was crazy, but lots of cash and sweat, plus a pint or two of blood, and the FLH is nearly ready for the road. She's old ('68), but I love every nut and bolt on her.

In the next year I plan to come to the States to see about having clothing made for my shops. We sell biker gear for men and women. I'd be pleased to hear from good people all over the USA

Noel Stirling
The Jailhouse Clothing Co.
99 St. Mary St.
South Hampton, Hampshire
S014 1PB England



A Disgruntled Reader
I'm really pissed about spending eight bucks on your 25th anniversary issue. I was looking forward to seeing a bunch of great tits from some of your old rags. There were only 19 photos, and in six of them the chicks were fully clothed! The tits that were visible were either flaccid, fake, or nippleless. Hell, my mother has better jugs than any of the girls in that sorry issue. Hey, you didn't even print the two photos that Solari liked best!

What a waste of glossy paper—can't even properly wipe your ass with it.

Mickey
Venice, California

The Land Of Snakes And Lizards
I just want to pass on my thanks and congratulations for producing a top-class magazine for the past 25 years. Your anniversary issue brought back a lot of memories (like reading issue #1 in my college geology class).

A lot has changed since those heady days of the early '70s, and it's good to see the mag grow and change with the times. Gee, and to think that the place where your offices are located was just chaparral, snakes, lizards, and jackrabbits when you started out. (I know, I used to hang out in the Topanga/Calabasas/Agoura area in the late '60s-early '70s.

I'm lookin' forward to the day when I get my 50th anniversary issue of your rag (not forgetting all those magazines published in between).

Th' Gringo
Papakura, New Zealand

A Good Cause
I feel it necessary to say something after 20 years of enjoying your mag. I'm really proud of all the brothers and sisters out there who support all the different charities that help all kinds of folks, not just those who ride. You all deserve the heartfelt thanks of this bro who's proud to be part of the greatest lifestyle in the world. And though I haven't personally had the chance to enjoy our lifestyle for over 15 years, through the pages of *Easyriders* I've always felt in touch with our world.

Now the people at *Easyriders* have made it possible for me to contribute directly to a very good cause through your Juvenile Diabetes Foundation Sweepstakes. And since I've already done so, I hereby challenge all those in the graybars throughout the U.S. who profess to be part of our lifestyle to ante up and let the people know that not everyone doing time is uncaring.

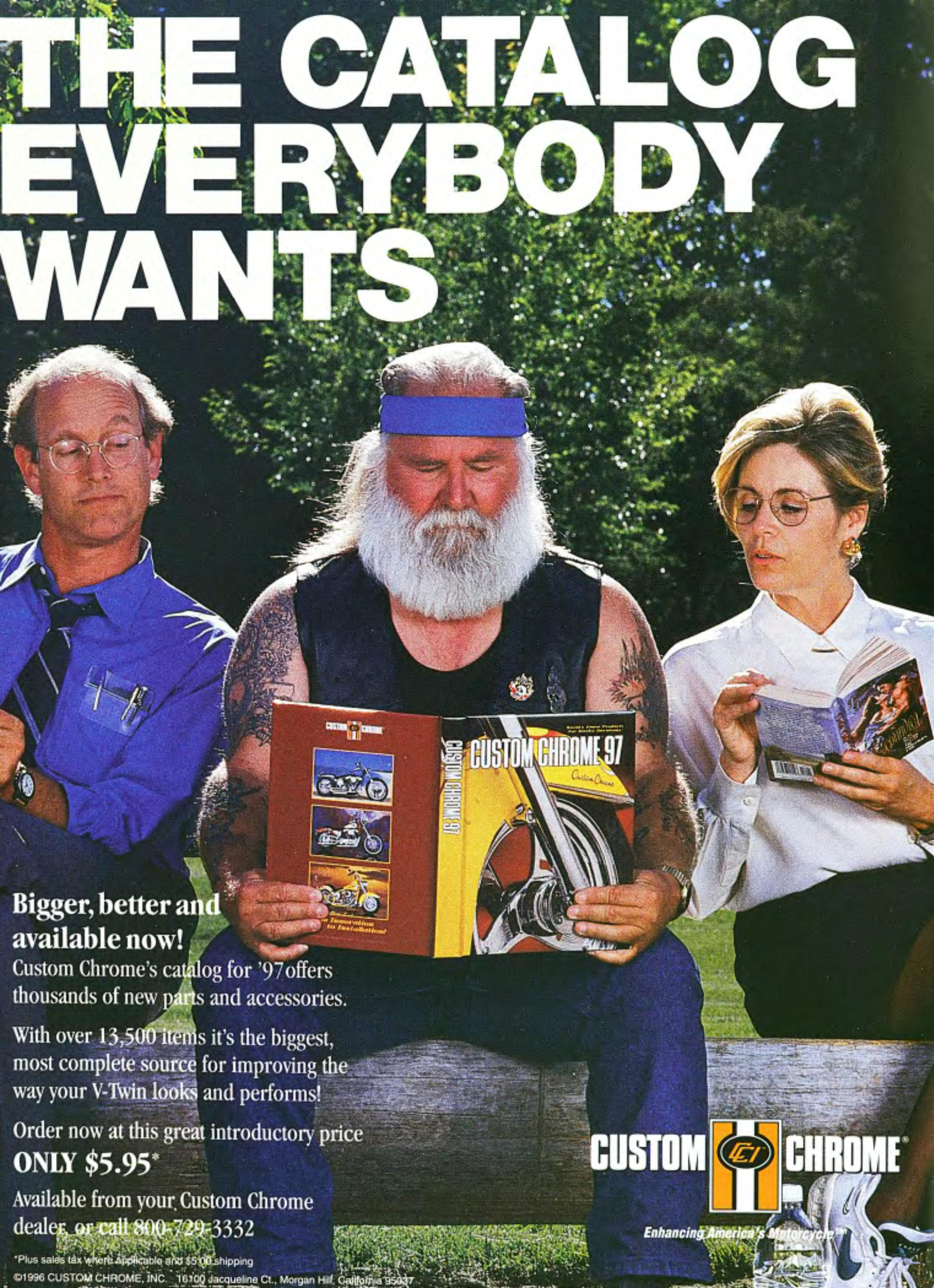
Granted, being in the joint makes our chances of winning practically zilch, but that's not the point. It's grand cause, and it's good for the soul when you help those in need so what do you say folks? For the price of a couple of packs of smokes, or some zoo-zoos and wham-whams, you too can make a difference.

And for all the people at *Easyriders* and groups putting up the scoots for this great cause, thanks for keeping the spirit of our lifestyle alive in this old convict. You've showed me that we can all still make difference no matter where we are.

Floyd T. Caywood
Represa, California

Just because you're behind bars doesn't change your chances of winning any more than for someone on the outside. (What are zoo-zoos and wham-whams?

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.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KEEP ON TRUCKIN'

GARY CARTER'S ASSAULT SOFTAIL

Gary Carter, who calls Columbus, Ohio, home plate, rarely has time to scarf down a brewski and a hot dog at a Cincinnati Reds game, because he's almost always out chasing down white line fever on the country's interstate →

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highways. Gary pilots a big rig, carrying tons of cargo far and wide. Sitting high up in the cab of a monster truck with a bulldog on the front grill can either make you feel on top of the world or engaged in a life-or-death battle, fighting the demons of sleep hanging off your eyelids. Passing a jack-knifed semi rig with its guts spilled out across the highway doesn't make the job any easier.

Instead of taking vast injections of B-12 vitamins to handle the stress of high-mileage, high-speed trucking, Gary throws a leg over the low-slung Danny Gray saddle of his Milwaukee Iron-built 1990 Softail Custom and takes off for out-of-the-way Ohio backwoods roads. Here the traffic is limited to pheasants and an occasional bullfrog warming himself in the Buckeye State's sun. That same sun glints off a whole spectrum of M.I.'s custom goodies including mufflers, way trick laser-cut risers, pegs, oil tank covers, air cleaner, "wider glide" front forks, and the "slammed down to the ground" hand-built fenders. Those unique fenders aren't plastic fantastics, either ... they're all steel, and check out the double-vision taillights and frenched-in license plate. And about those forks, if it looks like there's a bit more air between them, you've got good eyes. They're actually a half-inch wider than standard wide glides, which makes more room for a fatter fender. The choice of solid wheels adds to the →

sense of solid substance to a custom bike with an art deco flair.

M.I.'s Randy Simpson handled the design, construction, and assembly of the year-long project which has resulted in awards ranging from Best Custom at the '95 Daytona Boardwalk Bike Show, and first place Best Innovation/Pro Class at the *Easyriders* Invitational Bike Show in Columbus.

After a few hundred thousand miles in an 18-wheeler, it's amazing what a 100-mile putt on "SHOW 1" can do for your nerves, says Gary, who thanks Tina, M.I. and *Easyriders* of Columbus, Ohio, for their assistance. The bike wears a winged angel on the stretched gas tanks, and the wings design is repeated along the bike. You can figure out the connection between wings, flying, and biking, but the angel could also mean that Gary figures someone's been watching both over his professional truckin' chores and his custom cruisin' recreation. Keep on truckin' ... and ridin'. —*Pissant Paul*

Owner: Gary Carter
City: Columbus, Ohio

General
Fabrication: Milwaukee Iron (M.I.)
Year and make: 1994 H-D
Model: Softail Custom
Value: $45K
Assembly: M.I./Randy Simpson
Chroming: Brown's/Art Brass Plating

Engine
Year and model: 1990 Evo
Rebuilder: M.I.
Ignition: electronic
Displacement: 1340cc
Lower end: H-D
Pistons: H-D
Cases: H-D, polished
Heads: H-D
Cam: H-D
Carb(s): Keihin CV
Pipes: M.I.
Modifications: M.I. balancing, air cleaner

Transmission
Year: 1990
Modifications: polished

Painting:
Molding: M.I. & Tony Jarrett
Painter: Wayne Jarrett
Color/type: blue, pearl/polyurethane
Special paint: graphics by Wayne Jarrett

Frame
Year: 1990
Builder: Milwaukee Iron
Type: Softail
Modifications: molded stock swingarm, front end

Accessories
Bars: drag/M.I.
Fenders: M.I., all steel
Headlight: Paughco
Taillight: catseye
Pegs: M.I.
Electrics: 12-volt, M.I. concealed
Gas tank: custom stretch, 5-gallon
Oil tank: H-D wraparound/M.I. covers
Seat: Danny Gray/M.I.
Mirrors: Arlen Ness
Grips: Drag Specialties

Forks
Builder: Milwaukee Iron
Modifications: lowered, 1/2-inch wider than wide glide, internal fork stops

Wheels

Front
Type: M.I.-modified
Size: 16-inch
Tire: Avon
Brake: H-D

Rear
Type: M.I.-modified
Size: 16-inch
Tire: Avon
Brake: H-D

Photos: Scott Cunningham

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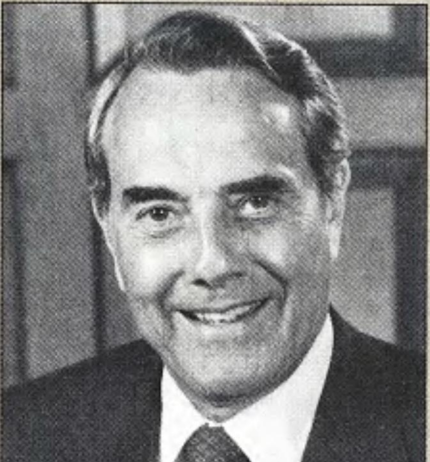
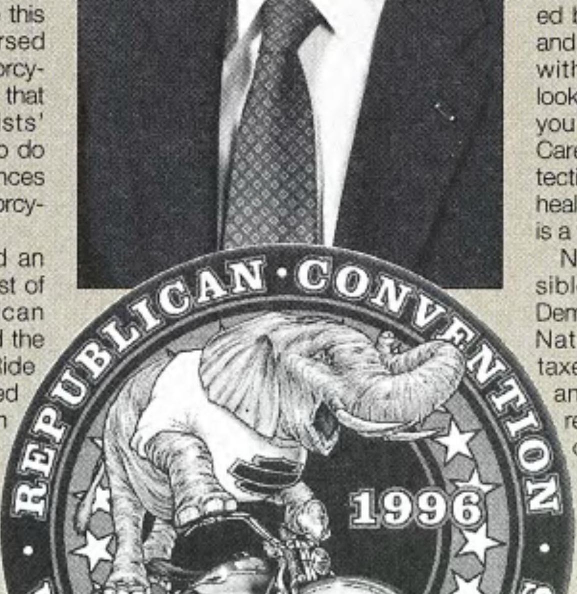


Nobody likes everybody all the time. Nowhere is that old adage truer than in politics. Republican, Democrat, Reform, Independent, Peace and Freedom, Green ... there's a political party for every occasion, and while each may have something that you like sometime, or dislike sometime, there comes a time, every four years, in November, when you have to make a choice.

Easyriders is endorsing Bob Dole for President and Jack Kemp for Vice President. This is a major step for the mag, and not one we take lightly. You, our readers, are split up among all the major parties, and for that reason we haven't ever taken a position like this since Jimmy Carter. We endorsed Carter, a Democrat, after his motorcycle riding sister, Ruth, assured us that he would support motorcyclists' rights. We felt it was necessary to do so this year because the differences between the candidates, on motorcycle issues, is so distinct.

Motorcyclists recently staged an event in San Diego, at the request of Bob Dole and the Republican National Committee, that opened the Republican Convention. The "Ride on the Convention" was attended by some of the biggest names in politics: Ben Nighthorse Campbell, of course, U.S. Senate Leader Trent Lott, U.S. House Majority Leader Dick Armey, and many other national and state legislators and rights activists from around the country (see next month's *Easyriders* for the full story). They were all there to talk to motorcyclists, thank them for all their hard work, and carry the word that, as President, Bob Dole would continue to support motorcyclists' rights. Wayne Curtin, V.P. for Government Relations for the MRF, speaking to the crowd, put it perfectly: "Bob Dole was an original co-sponsor of our Senate bill to repeal the ISTEA penalties for states without helmet laws or a 55-mph speed limit. He stopped the debate blocking a voice vote for the bill, and fought the Administration's representatives, sent by President Clinton to the Senate floor for the expressed purpose of killing the bill." Bob Dole, working hand-in-hand with the Republican-dominated House of Representatives, was responsible for attaching the bill to the National Highway Systems Act, a veto-proof piece of legislation. This means that no state will be arm-twisted by the Feds to pass helmet laws, and you can run to Sturgis at 75 mph without spending the whole time looking in your rearview mirror. When you stack this alongside the Health Care bill, which carries language protecting motorcyclists from losing their health insurance, the 104th Congress is a winner for motorcyclists.



None of this would have been possible in past years, during which Democrat Congresses brought us the National Helmet Law and higher taxes. Bob Dole, his 15% tax cut, and a Republican Congress can rescue us from any further attacks on our rights or our wallets.

Voting is your sacred right, and your duty, regardless of party. On page 26 you will find the names of those members of Congress who support motorcyclists' rights. They are separated by state; and by the Senate and House. The 60 Democrats are marked (D), and the 200 Republicans are identified by (R). I can't tell you why the majority of our friends are Republican—I can only tell you that's the way it is.

—*Oz*

BEATING BAD BREATH IN BIG RIGS

If you're out there pushing an 18-wheeler, be advised that the Federal Highway Administration (FHWA), in its never-ending quest to find ways to protect us from ourselves, just made a U-turn in the tunnel.

Now they're saying they've reconsidered their position on prohibiting possession of any type of alcohol in commercial vehicles. In mid-1994, rules were changed which broadened the definition of alcohol so extensively that it even included mouthwash, fingernail polish remover, windshield wiper fluid and nearly any other substances containing alcohol.

The Owner Operator Independent Drivers Association (OOIDA) pressed hard for a clarification that truckers could live with. According to the March 7 *Federal Register*, that definition has been clarified and the rule changed to restricting truckers from carrying beer, wine and distilled spirits in the cab or sleeper unit. Hey! Now you can use mouthwash!

Our thanks to OOIDA's Todd Spencer for passing this info along to us.

—Twiggy

CHECK THAT COVERAGE

Ken Goode, an American Motorcyclists Association (AMA) member and president of a BMW club in New Mexico, advised the AMA of a common motorcycle insurance exclusion that may be putting motorcyclists at risk. It seems that one of the members of Goode's club was involved in an accident while serving as a volunteer escort at a charity bicycle race. When the rider contacted his insurance company, he was surprised to learn that, due to an exclusion in his motorcycle insurance policy, he was not covered. Goode and insurance agent John Suttie did some research and discovered that many insurance policies contain similar exclusions against any form of participation in organized racing or speed contests, even if the motorcycle isn't racing. That exclusion essentially cuts off all coverage even if you're merely riding alongside racers in a running or bicycle race.

"Many motorcyclists like to provide escort service for these charity events," notes Sean Maher, the AMA's legislative affairs specialist. "It promotes the image of motorcycling, and the rider gets the satisfaction of helping others. It's unfortunate," Maher continues, "but everyone who participates in these sorts of activities should examine their insurance polices to make sure they have coverage. Also, check to see if the event provides its own coverage. Otherwise, a mishap involving personal injury could result in a financial nightmare for the rider."

—AMA

HELPING THE MRF

Have you ever wondered how you can help the Motorcycle Riders Foundation (MRF) besides becoming a member? Don't forget, the purpose of the MRF is to help America's motorcyclists, which they have certainly done, to say the least. But, what can you, as a motorcycle rider, or as a member of an organization do to help the MRF? Simple! There are two ways.

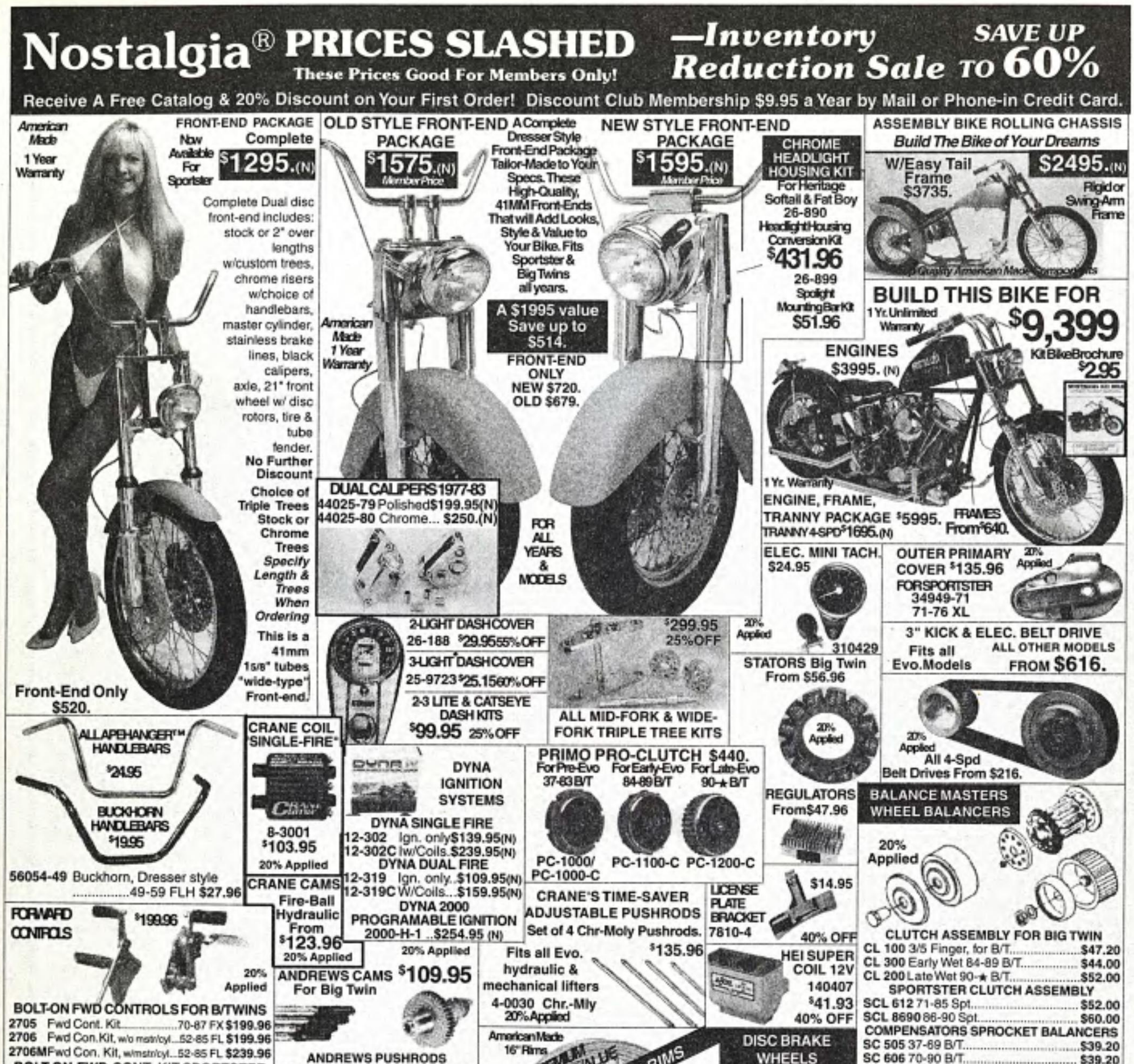
Firstly, the legislative officers of each state need to call Carol Simpson at (202) 546-0983, the MRF's legislative assistant, in their Washington, D.C., office or fax her information, at (202) 546-0986, on "what's happening" in your state legislatively, on a regular basis (an ongoing project for Carol), including a list of State Motorcyclists Rights Organizations (MRO) newsletter and e-mail addresses. This would be a big help to her, and would be appreciated, immensely.

Secondly, you can donate office supplies. That's right, office supplies! They're expensive, but necessary in order to keep your freedoms intact. Items most needed by Beverly Waters, the MRF's office manager are: legal pads, file folders, hanging file folders, copier paper (legal and letter size), disk mailers, 3.5-inch IBM computer diskettes, message pads, post-it note pads, liquid paper/white out (for Beverly's computer screen, she's blond), standard Scotch tape refills, standard staples, paper clips, (large and small), batteries (AA, AAA and Duracell DL2025, or 3-volt equivalent), push pins, Hewlett Packard print cartridges (#5162A and #551633A), and 4x6 index cards.

A few people have already sent the MRF some "care packages," and it's a big help. Not only does it save them money, but it also saves Beverly time on trips out of the office. So, if you think that you are just one person, and maybe that isn't very much, you're wrong! This is something that everyone can do. Even if it's only one or two items, anything would be very much appreciated.

Send your donations to: MRF, P.O. Box 1808, Washington, D.C. 20013. Thank you all, in advance.

—Twiggy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THE WORLDWIDE BROTHERHOOD
STRANGERS UPDATE

In August 1995 we ran a story about "Strangers," the international rider organization based in Ukraine, and their first attempt at putting together a run from Odessa through the Crimea. The purpose of the run was to create a fund for medicines of which they are in dire need. Here's a follow-up:

Photo: courtesy of Strangers

In Poland there was a fixed route so that western riders could join up and get to know each other. At the same time a group of southern Strangers set off to the Polish-Ukraine frontier in order to meet the main group and escort the run through Ukraine. The ride continued on to Odessa, and the great mass of bikers moved through the city to the camping grounds not far from the Black Sea. All through the day and night new riders from Belgium, Holland, Ukraine and Russia entered the campsite.

Language differences weren't much of a problem, with English being spoken by many. Those who didn't know a common language used hand and body gestures as a means of getting their point across. The following day everyone gathered to look at the assembled bikes. However, it was the arrival of a group of Harleys from Belgium that stole the show. The powerful sound and magnificent look of the legendary Harley-Davidsons drew everyone like a magnet and it took some effort to get the crowd back so that the Harley riders could get their bikes parked and their tired butts out of the saddle. For many, it was their first time hearing the Harley sound, let alone being able to feast their eyes on these machines.

In the evening, while many riders walked around Odessa or went for a swim in the Black Sea, the Strangers had their meeting in a local cafe and confirmed their officers. Confirmation of Vlad Litvinov as president and Roman Godek as vice president was met with shouts of approval. The decision to hold the next Strangers run in Belgium during the Euro Demo, which is organized by the Federation of European Motorcyclists (FEM), was also met with a storm of cheers. FEM's General Secretary Simon Milward is also a member of Strangers, and promised FEM's support.

If you'd like to send much-needed pharmaceutical supplies the address is: Vlad Litvinov, c/o Strangers, Pushkinskaya STR. 34, 27001 Ukraine, Odessa, JSC OMK. Please do not send cash or checks. Their limited system doesn't allow for exchange, so the checks previously received from the U.S. had to be returned.

—Deborah Pearson

EPA'S AWARD
FOR HIGHWAY ROBBERY

The National Motorists Association (NMA) recently selected the U.S. Environmental Protection Agency (EPA) as the recipient of its first "Annual Award for the Advancement of Highway Robbery."

This award will be presented each year to the organization, agency, government, business, or individual that has done the most to harass, tax, intimidate, deceive, or otherwise abuse the motoring public. The competition was numerous and stiff. But, when it comes to costing motorists time and money, all other challengers paled in the wake of the EPA.

The EPA can claim credit for billions of dollars and millions of man-hours squandered on programs and projects that have marginal, to nonexistent, effects on air quality. There is no expenditure too great and no regulation too onerous to dissuade the EPA from its task of making the automobile too expensive to own, too complicated to maintain, and too costly and too inconvenient to use.

Topping the list of abuse is the mandated annual emissions inspections that force millions of vehicle owners to spend time and money being processed through expensive, intrusive, and largely ineffective centralized and decentralized inspection systems. No one but the businesses, contractors, and bureaucracies that run these programs realize any benefit. They don't clean the air, and they don't identify gross polluting automobiles in a timely fashion. They don't prevent tampering with emissions systems. And, they don't fix polluting cars!

To the EPA, the car is little more than a source of air and water contamination, the enemy of "proper" land use, a profligate consumer of natural resources, and the cause of death and carnage. To them, no regulation is too arbitrary, too abusive, too costly, or too authoritarian to deal with the menace of the personally owned and personally driven automobile.

The award was sent directly to Carol Browner, Secretary of the EPA. "We assume the award can be viewed in Ms. Browner's office," said James J. Baxter, president of the NMA.

—Twiggy

HALL OF FAME
SENATOR RUSSELL FEINGOLD

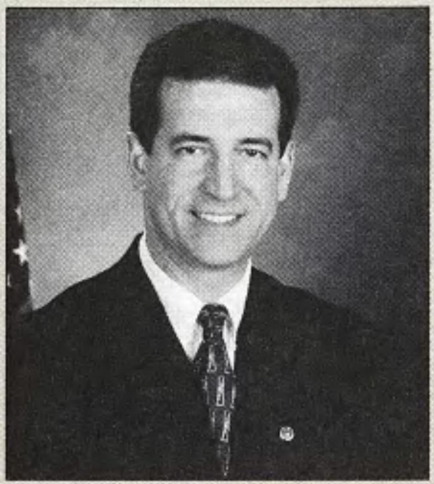

Photo: courtesy of Sen. Feingold's office

When Russell Feingold announced his candidacy for the U.S. Senate on November 3, 1991, I already knew of his opposition to anti-biker legislation such as tort reform. However, I wanted to know where he stood on the helmet law issue. Without hesitation he responded that he was against mandatory helmet laws and was opposed to federal legislation that would coerce states to pass such measures.

This was not a new issue for Sen. Feingold nor was he merely telling one of his supporters what he wanted to hear. Feingold spoke, prior to our conversation, in the Wisconsin legislature against the federal government's involvement/blackmail of the states on this issue.

After being elected to the U.S. Senate, Feingold continued his strong and ceaseless support for freedom of choice. At my invitation, he spoke at the National Helmet Rally in Madison, Wisconsin, in June of 1994. On June 20, 1995, he issued a press release entitled "Feingold Fights To Repeal Mandatory Helmet Law—Cosponsors Amendment To Give Power Back To States." The press release went on to state that Feingold is a principal cosponsor of an amendment to be offered on the next day, to repeal federal sanctions on states that have not enacted mandatory motorcycle helmet laws.

Feingold carried the helmet fight to the floor of the U.S. Senate citing statistics that were favorable to our position. He further stated, "I generally object to federal laws which regulate an individual's behavior for his or her own good. Unlike other motor safety requirements, such as traffic laws intended to keep highways orderly and safe for all users, helmet use only effects the individual choosing to wear, or not to wear, a helmet. I do not believe it is the federal government's role to require anyone to wear a helmet."

Feingold graduated from the University of Wisconsin Phi Beta in 1975, and studied at Oxford University in England as a Rhodes Scholar and at Harvard Law School. Russ is a good person to have on our side.

—Attorney Michael F. Hupy
Jacobson & Hupy, S.C.

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BIKES AND BLUES
BIG MIKE GRIFFIN

Big Mike Griffin carries the title of "The biggest man in the blues." At a massive 6-foot-10, who's gonna argue with him? His sound is just as big.

The roots of Big Mike's music took hold early on. "The first thought on my mind when I left home in '75 or '76 was to get a Harley," says Mike. "I grew up in the wide-open spaces of Oklahoma. My friends and I would take off on the bikes and just ride ... no particular place to go ... just ride."

It's no wonder that Mike loves performing for audiences clad in leather; folks who arrive at concerts and events on two wheels instead of in tour buses and Beemers.

In between cutting discs for Waldoxy Records, Mike's appeared at Bike Week, Biketoberfest, and other scooter gatherings. "Biker crowds are the most honest audiences. They know what they like and their appreciation and enthusiasm is sincere."

Sincerity is also the underlying foundation of Big Mike's music. Yeah, Big Mike plays the blues—the real, street-level, hold-on-tight blues.

"The blues is about things everyone can relate to," he says. "Sure, there's a common basic structure to most blues tunes, three chords—no waiting, but each individual musician brings his own feelings, emotions, and experiences to the blues."

Mike's tune, *"Sittin' Here With Nothing,"* is a perfect example. "I was goin' through a divorce, livin' in my '69 Plymouth Satellite. You know times are rough when you're searchin' through the cracks in the back seat for enough change to buy a Coke. That's really 'sittin' here with nothing.'"

With typical biker guts and determination, Mike survived the bad times and has emerged as one of the best of the blues' newest stars.

The unmistakable sound of solid Southern rock is mixed throughout Mike's blues, but Griffin acknowledges the old masters like Muddy Waters as being his favorite influences. Tradition, as we all know, is what keeps great things great.

Surrounded by vintage guitars, Mike expressed something that we all feel: "I like to bring out these classic guitars and just look at them. Guitars like these are like an old V-twin. This stuff has a soul. If they could only talk ... the things they've seen ... the people they've known ... the experiences they've been through."

I ain't paid nothin' if I ain't paid my dues, I got a fifth of whiskey and a case of the blues...

Ain't no denying it, friends, the blues is about life. It's real and it's genuine.

So is Big Mike Griffin.

—Bill Hayes

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MOVING MEMORIAL

Photo: Joe Brooks

Five years ago, Mike Colvin, age 19, with a 3.8 grade point average and Student of the Year award, was mere months away from an Associates Degree in welding. Mike, too drunk to protect himself, was kicked to death in a Tucson, Ariz., convenience store parking lot, just because Mike's friend's headlights were shining into another car.

As their ultimate expression of love for their son, Monte and Karen Colvin, along with Ray Speer and Dennis Krause, built "Mike's Trike" over a four-year period. Using a '71 (Mike's birth year) swingarm frame grafted to the back of a Servi-car trike, they created a rigid frame. Monte solved the gearing problem by leaving the 37-tooth gear in place and changing the sprockets on the transmission and the engine. They also installed a jockey shift and a floor-mounted clutch. Mike's Trike has 14 hand-rubbed coats consisting of three base coats of gold, five coats of urethane enamel candy apple red with ivory panels in the fenders, and six coats of polyurethane.

Ironically, at age 16, Mike had made his funeral arrangements known to his parents. He desired a cremation, a motorcycle run through Gate's Pass, a pinch of his ashes in the fuel tank of each Harley in the run, and the remainder of his ashes scattered in Gate's Pass. All this has since transpired and today there is a memorial to Mike painted on the rock face at Gate's Pass.

Both Colvins ride daily and involve themselves with a group called Parents of Murdered Children and Other Survivors of Homicide Victims. They go to court and help survivors cope with the legal system. Today Monte and Karen take comfort in knowing that Mike's spirit will forever ride free in the wind.

—*L. Joseph Brooks*

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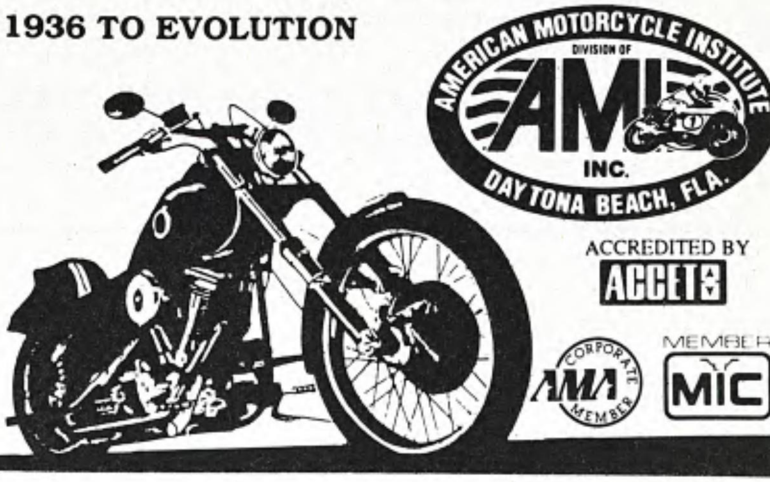

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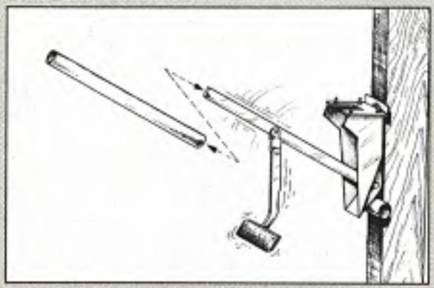
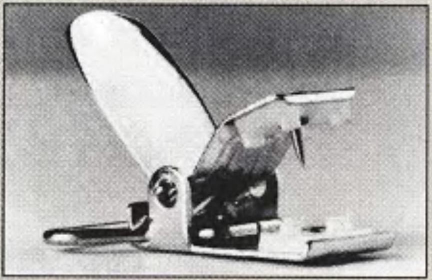
SHORT STROKES
BONES HEAL, GIRLS LIKE SCARS

After a night of Cadillac margaritas at a local cantina, it felt good to dodge a DUI across town, feel the cool sea breeze spin between my highbars, and keep my senses piqued. We hit a coffee shop before I danced with the devils on the freeway. While I sipped the hot liquid I asked my learned brother why people can't leave people alone? Why judge others? Why not make places for all types to roam unhindered? Why can't I have a few drinks and feel the fire between my legs as I roll along Mulholland and watch the lights of the Valley flicker below on my left, then look west and see Santa Monica glow at the mighty Pacific? Few understand a dance on the wild side like bikers do. **Now for the news:** Milwaukee Brewers Manager Phil Garner copped a new Dyna Low Rider as a 25th-anniversary gift from his wife, Carol. He wouldn't say what he got her. He was embarrassed...**Only 23 of more than** 729,000 U.S. trademarks are sounds. MGM's lion's roar and NBC's chimes are the most famous. Trademark attorneys say the H-D sound issue could take years to resolve...**Now for my Tech Tip** of the month. Doc Dockins of Jensen, Utah, wrote me with the following invention. Anyone can make this out of a brake pedal, a piece of iron strap, a chunk of pipe, and a handful of nuts and bolts. It's basically a lever bolted to a beam in the garage and situated so the pedal pushes on the edge of the tire while the rim's flat on the garage floor. One helluvan idea...



And a better widget came along when Sal Herman invented the first innovative suspender clip design in 108 years. Damn thing looks like a bear claw...



Under the heading of picking on your own kind, H-D execs want William Hatherhill, the owner of Motor City H-D in Westland, Michigan, the second-largest Harley dealer in the state, to stop selling their bikes and clothing. Hatherhill, who's sold Harleys for 37 years, suspects the factory is just trying to get rid of him 'cause he's rough around the edges...**In England an 18-year-old** wanted a scoot so bad he planted a fake bomb in a bank for ransom. You guessed it—his plot bombed...**In Sweden, drivers** found to be "under the influence" lose their license for life. Good God...**And here in the states** people are spending $200 billion per year on environmental regulations. That is based on the EPA's figures. That amounts to nearly $2,000 per year per household, mostly in increased prices of goods and services...**That's enough** restriction, regimentation, and competition for one month. You know the majority just doesn't get it. The bureaucrats can fight all their lives for more safety issues and die of heart attacks from all the strain. The police can arrest every one of us they can get their hands on, and our cities are still going to shit. And the executives can make another billion a year for their corporations and croak at their desks. What's it all for? All we need is one good magazine, a bottle of whiskey, a warm day, a custom bike, and a woman to chase. That's it, and we know it. The road is our adventure, bikes the creative outlet, and the opposite sex tantalizes us—we're cooked. We couldn't have it any better. Take an extra day off on me—I'll call in for you. Ride forever. —*Bandit*

PETE CHIODO: 1928-1996
A TRIBUTE

In 1971, when this rag first slipped out from under a six-pack, the man who made many of the images come to life was Pete Chiodo. During bar fights, tattoo sessions, and studio parties, Pete was the straight man. He was quiet, sober, polite, and focused. He was also small and compact. He couldn't have been more than 5-foot-7, but he could do handstands all day.

Pete was the most reliable man I ever met, until he ran into some scurrilous women, but that's another story. He lived his photography. His cameras were his bikes and the nondescript Burbank studio with his lab and equipment was his home for 24 years. Unlike many of us, Pete partied more as he got older, and partying was his demise. He died in a drowning accident in Baja Mexico recently.

Photo: Jim Shaffer

We want him to be remembered for his dedication to this magazine, for his talents, his tough-as-nails work ethic, the years of primo black-and-white printing, especially the last few years for Rip's column, and the tutelage he gave to Kim Peterson as Kim learned his way around a studio and photo lab.

Although we didn't see much of Pete the last couple of years, he remains an icon to us, the original studio photographer, and always, a friend.

—*Bandit, Spider and Loudmouth*

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VOTE IN NOVEMBER

You can't vote if you're not registered! You have to register at least 30 days prior to the election, so be sure to register no later than Friday Oct. 4, 1996. *Easyriders* has, with the help of the MRF, compiled this list of U.S. Senators and Representatives who have supported your freedom.

U.S. SENATE

Alabama
Shelby (R)

Alaska
Murkowski (R)
Stevens (R)

Arizona
Kyl (R)

Colorado
Brown (R)
Campbell (R)

Delaware
Roth (R)

Florida
Graham (D)

Georgia
Coverdell (R)
Nunn (D)

Idaho
Craig (R)
Kempthorne (R)

Illinois
Moseley-Braun (D)

Indiana
Coats (R)
Lugar (R)

Iowa
Grassley (R)

Kansas
Dole (R, pres. nom.)
Kassebaum (R)

Kentucky
McConnell (R)

Maine
Cohen (R)
Snowe (R)

Michigan
Abraham (R)

Minnesota
Grams (R)
Wellstone (D)

Mississippi
Cochran (R)
Lott (R)

Missouri
Ashcroft (R)

Montana
Burns (R)

Nebraska
Exon (D)

New Hampshire
Gregg (R)
Smith (R)

New Jersey
Bradley (D)

New Mexico
Bingaman (D)
Domenici (R)

New York
D'Amato (R)

North Carolina
Helms (R)

North Dakota
Conrad (D)
Dorgan (D)

Ohio
DeWine (R)

Oklahoma
Inhofe (R)
Nickles (R)

Oregon
Hatfield (R)

Pennsylvania
Santorum (R)

South Carolina
Thurmond (R)

South Dakota
Daschle (D)
Pressler (R)

Tennessee
Frist (R)
Thompson (R)

Utah
Bennett (R)
Hatch (R)

Virginia
Warner (R)

Vermont
Jeffords (R)
Leahy (D)

Wisconsin
Feingold (D)
Kohl (D)

Wyoming
Simpson (R)
Thomas (R)

U.S. HOUSE OF REPS.

Alabama
Callahan (R)

Alaska
Young (R)

Arizona
Kolbe (R)
Hayworth (R)
Salmon (R)
Shadegg (R)
Stump (R)

Arkansas
Dickey, J. (R)
Hutchinson, T. (R)

California
Baker, B. (R)
Bilbray (R)
Bono (R)
Calvert (R)
Condit (D)
Cox (R)
Cunningham (R)
Doolittle (R)
Dornan (R)
Dreier (R)
Filner (D)
Gallegly (R)
Herger (R)
Hunter (R)
Kim (R)
Lewis, J. (R)
McKeon (R)
Moorhead (R)
Packard (R)
Pombo (R)
Radanovich (R)
Rohrabacher (R)
Royce (R)
Seastrand (R)

Colorado
Allard (R)
Hefley, J. (R)
McInnis (R)
Schaefer (R)

Connecticut
Franks, G. (R)
Shays (R)

Florida
Foley (R)
Goss (R)
McCollum (R)
Mica (R)
Scarborough (R)
Shaw (R)
Stearns (R)
Thurman, K. (D)

Georgia
Barr, B. (R)
Chambliss (R)
Linder (R)
Norwood (R)

Hawaii
Abercrombie (D)
Mink (D)

Idaho
Chenoweth (R)
Crapo (R)

Illinois
Costello (D)
Crane (R)
Evans (D)
Ewing (R)
Fawell (R)
Flanagan (R)
Hastert (R)
Hyde (R)
LaHood (R)
Manzullo (R)
Poshard (D)
Weller (R)
Yates (D)

Indiana
Burton, D. (R)
Buyer (R)
Hamilton (D)
Hostettler (R)
Jacobs (D)
McIntosh (R)
Myers (R)
Roemer, T. (D)
Souder (R)

Iowa
Latham (R)
Lightfoot (R)
Nussle (R)

Kansas
Brownback (R)
Roberts (R)
Tiahrt (R)

Kentucky
Bunning, J. (R)
Lewis, R. (R)
Rogers (R)
Whitfield (R)

Louisiana
Baker, R. (R)
Hayes (R)
Jefferson (D)
McCrery (R)

Maine
Baldacci (D)
Longley (R)

Maryland
Bartlett, R. (R)
Ehrlich (R)
Hoyer (D)

Massachusetts
Frank, B. (D)
Meehan (D)
Neal, R. (D)
Torkildsen (R)

Michigan
Barcia (D)
Camp (R)
Chrysler (R)

Minnesota
Gutknecht (R)
Luther (D)
Minge (D)
Peterson, C. (D)
Ramstad (R)

Mississippi
Wicker (R)

Missouri
Danner (D)
Emerson (R)
Hancock (R)
Volkmer (D)

Montana
Williams (D)

Nebraska
Bereuter (R)

Nevada
Vucanovich (R)

New Hampshire
Bass (R)
Zeliff (R)

New Jersey
Andrews, R. (D)
Frelinghuysen (R)
La Biondo (R)
Martini (R)
Pallone (D)
Zimmer (R)

New Mexico
Schiff (R)

New York
Forbes (R)
Frisa (R)
Hinchey (D)
Houghton (R)
Kelly (R)
Paxon (R)
Solomon (R)
Towns (D)
Walsh (R)

North Carolina
Ballenger (R)
Burr (R)
Funderburk (R)
Jones (R)
Myrick (R)
Taylor, C (R)

North Dakota
Pomeroy (D)

Ohio
Boehner (R)
Brown, S. (D)
Chabot (R)
Cremeans (R)
Gillmor (R)
Hoke (R)
Kaptur (D)
Kasich (R)
LaTourette (R)
Ney (R)
Pryce, D. (R)
Regula (R)
Sawyer (D)
Traficant (D)

Oklahoma
Brewster (D)
Coburn (R)
Largent (R)
Lucas (R)
Istook (R)
Watts, J. (R)

Oregon
Cooley (R)
Furse (D)
DeFazio (D)

Pennsylvania
Clinger (R)
Fox (R)
Weldon, C. (R)

Rhode Island
Kennedy, P. (D)
Reed, J. (D)

South Carolina
Inglis, B. (R)
Spence (R)

South Dakota
Johnson, T. (D)

Tennessee
Bryant, E. (R)
Clement (D)
Gordon (D)
Hilleary (R)
Quillen (R)
Tanner (D)
Wamp (R)

Texas
Chapman (D)
DeLay (R)
Geren (D)
Hall, R. (D)
Johnson, S. (R)
Stockman (R)
Thornberry (R)

Utah
Orton (D)
Waldholtz (R)

Virginia
Davis (R)
Moran (D)

Washington
Dunn (R)
Hastings, D. (R)
Metcalf (R)
Nethercutt (R)
Smith, L. (R)
Tate (R)
White (R)

Wisconsin
Gunderson (R)
Klug (R)
Neumann (R)
Petri (R)
Roth (R-WI)
Sensenbrenner (R)

Wyoming
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PASSING GAS

"She can't make a dry martini worth a damn, but she really can draw a great draft beer."

A cowboy stopped at a ranch house for the night and asked to put his mare in the barn. "Sure," said the rancher, "but my stallion is kept in there, and he's a right horny old devil."

"That's okay," said the cowpoke. "I'll cover my mare with a sheet."

At first light, the cowboy went to fetch his horse, only to find the barn door hanging off its hinges. The stallion stood inside, looking damned pleased with himself, but there was no sign of the mare.

The cowboy set off down the road searching for her, and he came across an old wrangler leaning over a broken section of barbwire fence. "Say, partner," he called out, "did ya happen to see a horse covered in a sheet come by this way?"

"Nope," said the wrangler, "I ain't seen no horse in a sheet, but I did see a horse come streakin' past here with a handkerchief shoved up its ass."

DeeCee
Washington

What's a gal with a great set of lungs good for?

A Jacuzzi.

The Midget
Staying Strong

Why did the Post Office's stamps go up to 32 cents?

High cost of ammo.

Tony the Tiger
Crescent City, Calif.

Rapper was rolling down an old dirt road in Texas when a truck came up beside him, and the driver screamed, "You lowlife sonuvabitch!" and sped off down the road. Unfazed, Rapper checked his rearview mirror and just smiled his ass off.

About five minutes later, another cage pulled up alongside. "I hope you burn in Hell, you sorry bastard!" the driver hollered and roared off, shaking her fist angrily at him. Again, Rapper checked his rearview and chuckled happily to himself.

Suddenly a gas station appeared up ahead, and Rapper yelled back to his ol' lady, "Okay, take a break, baby—I can push it from here!"

David Smith Sr.
Tenn. Colony, Texas

A lawyer stood in the middle of the bank lobby. "Anyone lose a roll of hundred-dollar bills with a rubber band wrapped around them?" he asked loudly.

One elderly lady, obviously relieved, approached the shyster and claimed it as her life savings.

"Here," he said. "I've found your rubber band."

Risky
Taking Chances

"Worst case of whiplash I've ever seen!"

What's the difference between O.J. Simpson and Pee-Wee Herman?

It took just 12 jerks to get O.J. off.

Kato
The Guest House

Life's a bitch, and then you die. Unless you're a blonde—then life's a dye, and then you bitch.

Virge
The Bar

"'Bad attitude'?"

"Don't breed."

When Boudreaux and his ol' lady moved from southern Louisiana to northern Arkansas, they discovered that their new neighbors had a helluva time understanding their Cajun accents.

One day, while listening to a talk show on the radio, Boudreaux heard a caller who also had a Cajun accent. Overjoyed by the familiar tones, he shouted to his ol' lady to come listen.

"Not now," she hollered back from the other room. "I'm on the phone with the radio station."

Haystack
Hunting Needles

What's the difference between squirrels and bikers?

Squirrels put their nuts on a rock and crack them . . .

Buzz
The Springs

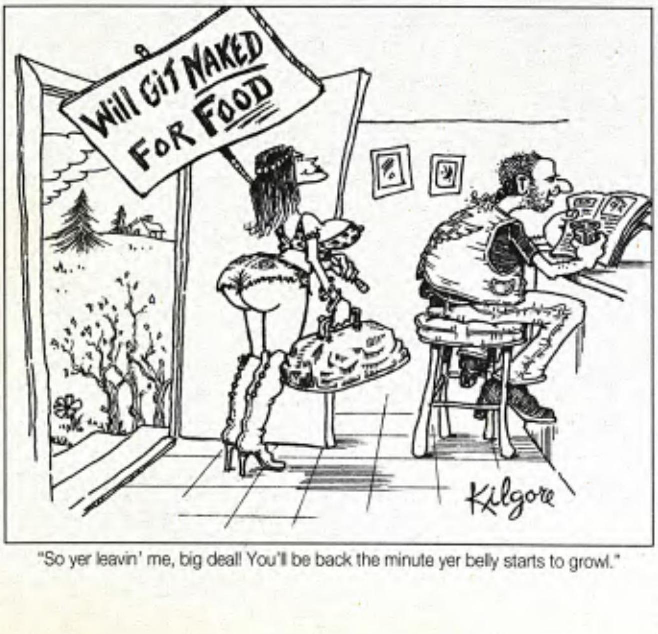
What's a surefire sign that your new neighbors are Amish trash?

They put a dead horse up on blocks in the front yard.

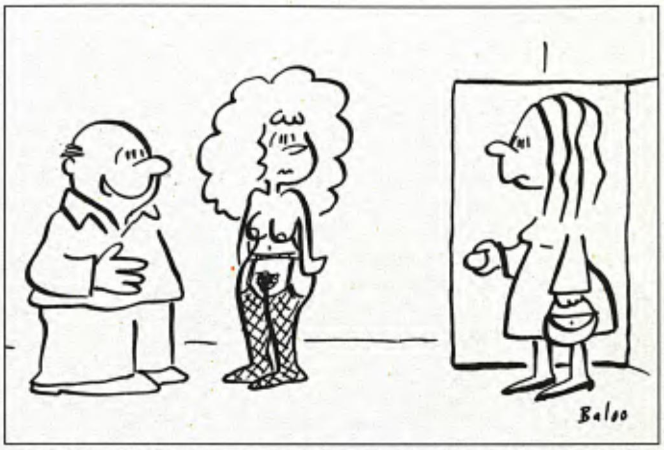
Manuel Labor
Busting Ass

How do you know you're a real loser: your ol' lady makes you sleep on the wet spot . . . and you just got home.

C. Crawford
Helix, Ore.



"So yer leavin' me, big deal! You'll be back the minute yer belly starts to growl."



"Uh, I'd like you to meet my old friend Steve, dear. Steve's a female impersonator."

Sandie was thrilled when her robust young co-worker finally agreed to come home with her one day after work.

"But we've got to really hurry," she said as she led him into the bedroom. "My husband is going to be home from work soon."

"Oh, yeah? When?" the guy asked quickly.

"Aw, shit, not another fag!" Sandie sobbed.

Sketter-Pedder
Club Fed

The battle was in full swing. In counterpoint to the gunshots and cannonfire from the Cavalry's artillery, the Indian drums kept up a steady beat. General Custer leaned over to his aide and said, "I don't like the sound of those drums."

From across the arroyo, the Indian chief yelled, "He's not our regular drummer!"

Big D. Brown
Redding, Calif.

"Gee, Gloria, when you invited me over to pet your spot, I kinda thought you had your G-spot in mind."

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

TALKING TECH

Battery Blues

I read your article on how to make my battery last longer and since that time I purchased a new one at Daytona H-D (during Bike Week). After arriving home in Virginia, I had to park the bike for a while. Hey, it was only five days, and yeah, the battery was dead. So I got had.

Why can't H-D find a company to make a battery we can depend on, or a system in the bike that will preserve the battery as in a car? My bike's been checked twice in the last five years by two different dealers and found to be okay as far as the charging system goes. I have an '88 FLHS, and I've bought an acid holding device every year because I don't trust taking my bike out on a trip after a year and getting pushed by a Honda rider.

Old Crow
Cruisin' Virginia

Look under the hood of any new car these days, and you'll find a sealed, maintenance-free battery. See, the technology in the auto world moves a little quicker, and they realized the old-style "add water and stir" battery was in need of changing. Try a sealed battery like the Big Boar from Dills Development Corp. (423-458-8640). Dills has redesigned its batteries to be more user-friendly with 300 cold-cranking amps; they are now direct drop-in pieces for stock or aftermarket oil tanks/ battery boxes. Dills even makes a 1000-amp cell for the giant engines finding their way from the strip to the street nowadays.

Timing is Everything

Regarding the "Kicking Back" letter in your March '96 issue, I have the same problem with my '95 Heritage, but I've never heard of static timing an electronic ignition. I've asked friends who know a lot about H-D engines, and they're not sure either. I also just installed a Crane Dual Fire Hi-4 ignition and still have the problem.

The second problem I have is that the front cylinder stops firing and then it starts firing again. It normally happens when it's cold at low rpms. I'm sure it's backfiring because you can see a flame coming out of the front cylinder tail pipe. By the way, I'm running straight pipes. A friend told me he had the same problem and that he put some high-temperature sealant where you bolt the pipe to the cylinders. He hasn't had the problem since. While I'm at it, what's the difference between the domestic and HDI front cylinder advance timing mark? Nobody seems to know what the HDI timing mark is. Help!

Paul Bevilacqua
Ramstein, Germany

If you see flames coming out the exhaust it's a sure bet you've got fuel, at least! It sounds like the front jug is not developing enough compression to fire the mixture at cold start. Unburnt fuel is accumulating in the exhaust, and when the cylinder does hit—boom! Try a wet and dry compression test and compare the two. If there's a large difference it's ring time. This will most likely solve both problems.

Static timing is the initial timing of the engine with no advance. It's called static because you set the timing marks on TDC without the engine running and then set the trigger or the points accordingly.

HDI (H-D International) is the designation for "export only" parts. The mark is used outside the U.S. where our requirements (CARB, EPA, etc.) don't apply.

Cam Question

I have a '92 FXDC. I've read that H-D was having a problem with camshaft bearings. Should I replace them? I've been thinking about changing the cam to an Andrews EV-3 or EV-35, keeping the same lifters, rockers, and pushrods. What do you think about these cams? The bike has 17,000 miles now and runs great. What you say about the cam bearings will have a lot to do with me changing the cam. Do you think the EV-3 or the EV-35 is the way to go? What other changes should I make? I use the bike for touring.

Mike E. Grigs
Irvington, New Jersey

Your bike sounds as though it's set up similar to one of my bro's rides. If you're thinking of doing a cam upgrade, changing the bearings is necessary. H-D stands by its OEM parts in a stock application, but let your conscience be your guide. An Andrews EV-3 cam is a good start. I assume your ignition and carb are stock and there is some fiddling you can do with it to get it just right. My buddy drilled out his stock #165 main jet to where it matched a #170. He also tweaked the slow jet some, but, in his words, "Just a little change made a big difference." I know this for a fact, because no one he rides with can catch him.

Here are a couple of sharp engine people: Thompson's Cylinder Head Service in Mass. (617-326-8380) and Dragon Cousters in N.Y. (914-725-9200).

Ground-Up Guidelines

I'm getting ready to start a ground-up job and would like a few pointers since I'll be using all aftermarket parts. I'm looking at a 96-cubic-inch motor. Should I buy the kit or long block from S&S? Should I use Delkron, Sputhe, or House of Horsepower cases? I've had good luck with S&S parts in the past but have never tried their stuff as a whole. With people like STD, RevTech, and Edelbrock, where do you start or stop? Also, do I purchase the motor first, or the frame?

Lastly, I'd like to know the colors used to paint the *Quick Throttle* (March '96) cover bike, or the name of the painter. I love that blue!

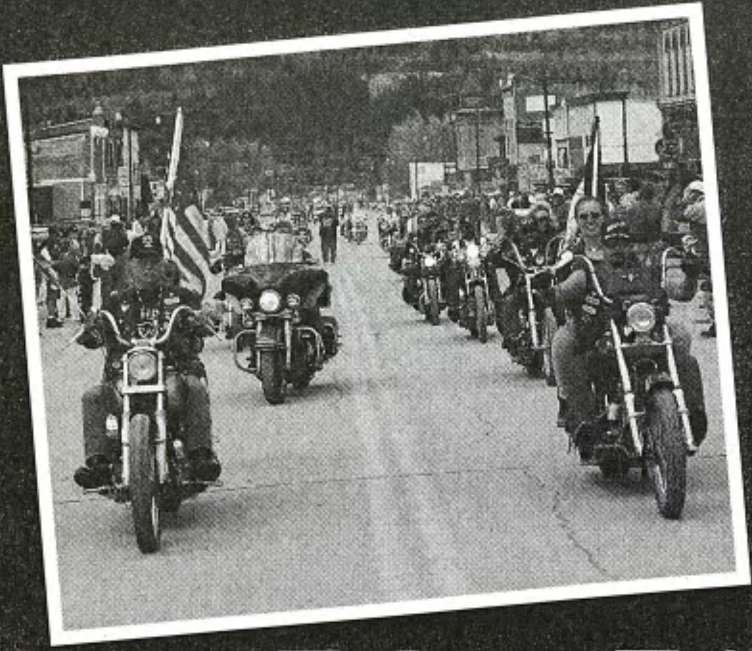
Michael "Bear" Clark
Chicago, Illinois

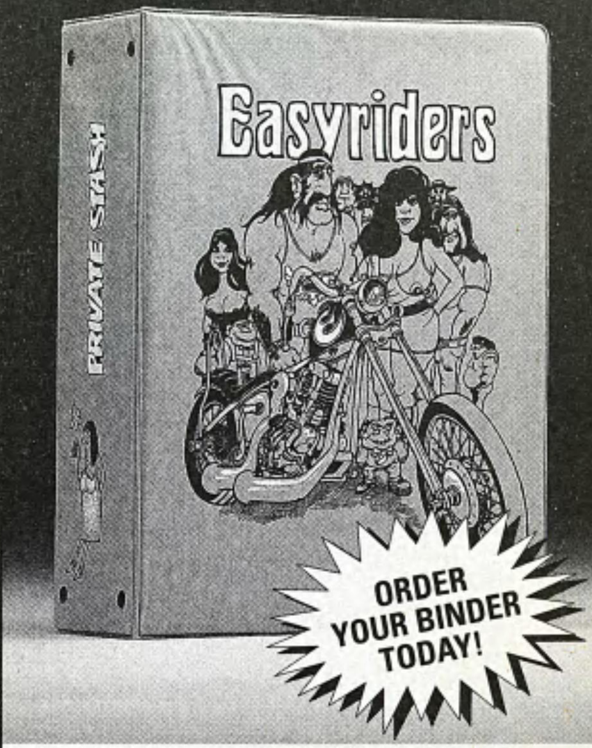
The companies you mention are manufacturers of excellent components. As far as me making a recommendation of one over another, that's more like asking my opinion, and my preferences may be different from yours. Start pricing engine packages, for instance. Get numbers on complete engines as well as what it would cost you to buy all of the pieces separately, and don't forget to factor in the labor for assembly if you're going to have someone else build your engine, etc.

If you're going to build the engine as opposed to buying one complete, I'd recommend starting there. Get the hard parts for the engine, tranny, and primary together first, then get yourself a frame and some forks to bolt them into. This will give you some time to decide on the right frame for you, and once you bolt in a completed powertrain to your new frame it will do wonders for you when you see it as a rolling chassis.

Concerning your interest in Myron Larrabee's cobalt blue FXR, the paint was from House Of Kolor, and Myron runs the show down at the Easyriders *store in Scottsdale, Ariz. (602-947-4423).*

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.





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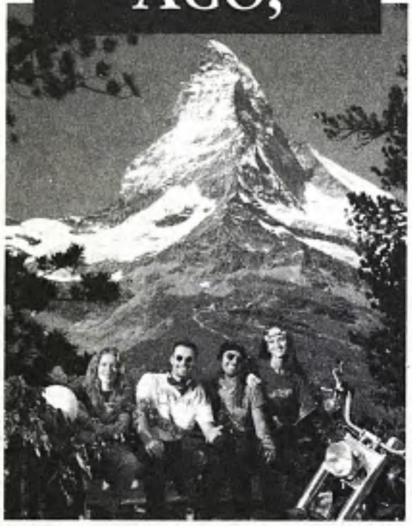

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F.I.G.H.T.® UPDATE

Victory In South Carolina
Spartanburg 107 Vindicated

The fight continues, and the further it goes the more wins motorcyclists rack up against an establishment that would treat them as less-than-upstanding citizens.

This month finds us at the trial of the Spartanburg 107. You remember those evil folks who had the nerve to ride to a Red Cross fundraiser one Sunday long ago. It seems the local law authorities felt that such a gathering posed a risk to the community and decide to assemble a strike team—à la Waco—to stop, search, and photograph the participants.

This wild infringement of constitutional rights resulted in the arrest of 107 folks who were jacked up filing a lawsuit against the City of Spartanburg Police Department and several other agencies. They were joined in the fight by the American Motorcyclists Association (AMA) and the South Carolina American Civil Liberties Union (ACLU), creating what most would describe as strange, but effective, bedfellows. The original trial ended in a hung jury. Both sides then agreed to have the case decided by a federal judge. The judge found that the searches did indeed violate the constitutional rights of the riders; however, he ruled that the stops and videotaping did not. The judge found that the individual had no expectation of privacy in a public place and could, therefore, be photographed, and that a stop and license check was also acceptable.

The attorneys argue with the judge on at least the point of the videotaping. While we have all had our pictures taken at one event or another, the Spartanburg P.D. required the riders to get off their bikes and hold up their registrations and driver's licenses next to their faces for video documenting. We here at *Easyriders* feel that's more of a mug shot than a photograph, and hopefully the Federal Appeals Court does too, when they hear the arguments of the the Spartanburg 107. According to Steve Bates, Executive Director for the South Carolina ACLU, they are committed to "going the distance."

The case has had one far reaching effect, besides the verdict, Spartanburg Police Chief, at the time, W.C. Bain Jr. has resigned. Some of those "in the know" in Spartanburg feel that this issue contributed to his decision. Of course, there was that other problem—but in deference to the working girls we'll let that one pass. The bad news for the folks of Spartanburg is that ex-Chief Bain got himself elected to the City Council. Which only goes to prove that some people will vote for anybody.

Easyriders would like to recognize the work of Attorney Gaston Fairey, the AMA, and the South Carolina ACLU for their work and concern for motorcyclists.

Louisiana Bro
Starts His Own Fight

Joe Davis, owner of Rebel Cycles in Sunset, Louisiana, and a friend of Rip's, has caused a stink in his home territory of Sunset (close to Lafayette). Seems he thinks that his helmet conforms to the federal standard and the local law doesn't. Sound familiar? Joe has gone to court several times and beaten the rap, only to get rousted again by the same cop for the same charge. The judge keeps dismissing the charge but Barney keeps giving Joe tickets. It appears that in Louisiana, according to Judge Douglas Saloom, the cops can "exercise their version of the law." The double standard lives in Louisiana, you bros out there beware!

Joe plans to keep after them, and go as far as necessary. This embodies the *Easyriders* F.I.G.H.T.® tradition, so if you're down in Cajun country, stop by Joe's Rebel Cycle and say, "Way to go, Joe!"

—Oz

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WHAT'S HAPPENING

ARIZONA
Halloween Party
Date: October 26
Info: (602) 838-9581

CALIFORNIA
Classic M/C Show & Del Mar Mile
Date: October 5-6
Place: Del Mar Racetrack, San Diego
Info: (919) 229-4877

SoCal State H.O.G. Rally
Date: October 10-12
Info: (619) 220-2828

VNV MC Bike Show
Date: October 12
Place: Rio Vista
Info: (209) 245-4314

11th Annual Critter Run
Date: October 13
Place: Lake View
Info: Steve (818) 792-6958

SCHRA Scavenger Hunt
Date: October 20
Place: Solvang
Info: (805) 255-6522

COLORADO
Disabled Veterans Run
Date: October 6
Place: Pueblo
Info: (719) 545-8195

Toy Drive & Poker Run
Date: October 19
Place: Trinidad
Info: (719) 846-7559

CONNECTICUT
CMRA Toy Run
Date: October 13
Place: Hartford
Info: (203) 588-6666

DELAWARE
Bobby Hall Memorial Toy Run
Date: November 2
Place: Newcastle
Info: Ski (302) 378-3701

FLORIDA
Annual Chili Challenge
Date: November 2-3
Place: Roscoe's
Info: (813) 682-7058

GEORGIA
Trike-In
Bros. Of Third Wheel
Date: October 4-6
Info: (706) 554-6770

ABATE Membership Drive/Campout Party
Date: October 12-13
Place: Fayetteville
Info: (404) 294-8900

Greenbriar Children's Home Halloween Party
Date: October 26
Place: Savannah
Info: (404) 294-8900

IDAHO
ICMS Downed Riders Memorial Run
Date: October 6
Info: Bob (208) 939-4415

ILLINOIS
Halloween Benefit
Date: October 19
Place: American Legion Post, Chicago Ridge
Info: Mike (708) 422-1165

Toys For Tots Run
ABATE Lincolnland Chap.
Date: October 20
Info: (800) 872-2283

Halloweenie Roast
Date: October 26
Info: (800) 872-2283

INDIANA
Toy Run
Date: October 5
Place: Howard County
Info: (317) 628-7446

Trikes For Tykes
Date: October 6
Place: Allen County
Info: (219) 636-2077

Fall Fun Run
Date: October 12
Place: Steuben/LaGrange Counties
Info: (219) 636-2077

The Last Ride
Date: October 12
Place: Montgomery Co.
Info: (317) 339-7913

Toy Run
Reg. 3 ABATE
Date: October 19
Place: Grant County
Info: (317) 628-7446

Halloween Party
Date: October 26
Place: Madison County
Info: (317) 262-8949

Turkey Shoot
Reg. 6 ABATE
Date: November 2
Place: Brown County
Info: (812) 829-4271

IOWA
13th Annual Toy Run
Date: October 13
Place: State Capitol, Des Moines
Info: (515) 285-0856

KENTUCKY
KMA/KBA Fall Poker Run
Date: October 19
Info: (502) 969-8783

LOUISIANA
Harvest Bash
Date: October 11-13
Info: (800) 268-5416

Halloween Bash
Date: October 26
Info: (800) 393-5966

MARYLAND
Protest Run & Rally
Date: October 13
Info: (410) 263-9185

MICHIGAN
Fall Color Tour/Toy Run
Date: October 12
Info: (313) 421-4367

Giant M/C Swap Meet
Date: October 20
Place: Detroit
Info: (616) 941-0815

Toys For Tots Run
Date: November 2
Info: (313) 421-4367

MONTANA
Poker Run To Quinns Hot Springs
Date: October 5-6
Info: (406) 258-5308

NEVADA
NACM Ride-In Bike Show
Date: October 6
Place: Las Vegas
Info: (702) 870-6121

March Of Dimes Poker Run/Chili Cookoff
Date: October 19
Info: (702) 454-1544

Ghoul's Gathering Halloween Party
Date: October 26
Place: Las Vegas
Info: (702) 870-6121

Food For Life Poker Run
Date: November 3
Place: Las Vegas
Info: (702) 644-0192

NEW MEXICO
Turkey Run
ABATE Tres Rios Chap.
Date: October 19
Info: (505) 632-8312

Toy Bowl (football game between bikers & police)
Date: October 19
Place: Farmington
Info: Ernie (505) 632-0303; Freda (505) 334-0828

NEW YORK
Hunger Ride
ABATE/Southern Tier
Date: October 5
Info: (315) 448-1961

Fall Fun Run
ABATE/Buffalo-Erie Chap.
Date: October 5
Place: Buffalo
Info: (315) 448-1961

Fall Foliage Run
ABATE/Orleans Chap.
Date: October 5
Info: (315) 448-1961

NORTH CAROLINA
AHDRA Eastern Finals
Date: October 11-13
Place: Rockingham
Info: (910) 229-4877

OHIO
Toy Run
Reg. 1 ABATE/CMRO
Date: October 5
Info: (800) 25 ABATE

Toy Run
Reg. 5 ABATE
Date: October 20
Info: (800) 252-4537

Halloween Kid's Party
Reg. 1 ABATE/CMRO
Date: October 20
Info: (800) 25 ABATE

Toy Run
Reg. 9 ABATE
Date: November 2
Info: (800) 252- 4537

OKLAHOMA
H.O.G. State Rally
Date: October 4-6
Place: Eufaula
Info: (918) 622-4911

MultiState Reunion Trike-In
Date: October 4-6
Place: Turner Falls Park, Davis
Info: (405) 672-5173

OREGON
White Can Poker Run
Date: October 19
Place: Vancouver
Info: (503) 285-4329

Shriner's Toy Run Benefit
Date: October 26
Place: Portland
Info: (503) 285-4329

RHODE ISLAND
Toy Run
Date: October 20
Info: RIMA (401) 295-4961

SOUTH DAKOTA
Swap Meet & Show
ABATE of South Dakota
Date: Pierre
Info: (605) 225-7386

Halloween Swap & Show
Date: October 26-27
Place: Sioux Falls
Info: (605) 225-7386

TEXAS
Expo, Show, & Swap
Date: October 3
Place: Arlington
Info: Bob (214) 216-5520

M/C Parade
East Texas Chapter/ Bros. Of Third Wheel
Date: October 12
Info: (214) 221-2936

UTAH
Toy Run
ABATE Weber Chapter
Date: October 6
Info: (801) 825-9315

VIRGINIA
Fall Foliage Poker Run
Date: October 13
Place: Shenandoah H-D, Waynesboro
Info: (540) 942-1340

Toy Run
Date: November 3
Place: Shenandoah H-D, Waynesboro
Info: (540) 942-1340

Run, Party, & Show
Benefits Childhood Brain Tumor Foundation
Date: October 13
Place: King George
Info: (804) 742-5137

Flathead/Knucklehead Day
Date: October 6
Place: Boston's M/C Cafe
Info: (804) 742-5137

WASHINGTON
Harvest Moon
ABATE/Sno-King Chapter
Date: October 12
Info: (202) 774-7243

Washington State Freedom Run
Date: October 13
Info: (800) RIDE 850

ABATE Fall Swap Meet
Date: October 13
Info: (360) 757-2526

Halloween Party
Eastside/Rat City ABATE
Date: October 26
Info: (206) 355-6754

WEST VIRGINIA
Freedom Run Party
ABATE/Kanawha Chap.
Date: October 5
Info: (304) 744-6195

Freedom Run/Helmet Protest
Date: October 6
Place: State Capitol, Charleston
Info: (304) 855-5007

WYOMING
Toy Parade
Wyo. Central ABATE
Date: October 5
Place: Casper
Info: (307) 266-1548

Cheyenne Toy Run
Date: October 12
Place: Cheyenne
Info: (307) 638-8307

RACING EVENTS
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ECRA: (609) 652-1159
AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

EASYRIDERS RODEOS
Date: October 4-6
Place: Lake Perris Fairgrounds, Lake Perris, California
Info: (818) 597-2686

Grand Nationals
Date: October 11-13
Place: Sonoma County Fairgrounds, Santa Rosa, California
Info: (818) 597-2686

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214

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SHIPPED FULLY ASSEMBLED AS SHOWN. BOTH 80" UNIT FEATURE AN DELKRON CRANKCASE, STOCK STROKE TURETT AND OSBORN FLYWHEELS. JIMS PINION SHAFT AND SPOCKET SHAFT, TIMKEN BEARING.
ESB - 1 80" SHOVEL
$1495.95
ESB - 2 80" EVO
$1495.95
DASH KIT
Includes: Speedo (2:1 or 1:1 ratio), Chrome Dash, Base Plate, Light Sockets, Mounting Hardware, Chrome Ign. Switch.
2 LIGHT DASH KIT
Part # ESP-25
$109.95 EACH
3 LIGHT DASH KIT
Part # ESP-40
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CAT EYE DASH KIT
Part # ESP-36
$ 99.95
FLH DASH KIT
Part # ESP-74
$139.95
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106 STD.
EHDC-1
$27.95
110 STD.
EHDC-2
$29.95
CUSTOM CHROME O RING CHAIN
106 O-RING # EOHC-1 $69.95
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CHROME FRONT MASTER CYLINDER
Part # EC-22 Fits '72 - '81
$49.95
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Fits '82 & UP
$99.95
ORIGINAL POLICE STYLE WINDSHIELD
Windshield kits for FL models. Our beaded windshield kits are made from acrylic for strenght and light weight.
Windshield for 4 speed FL models 1949 - 84.
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Fits FLH 1936-84
Part # ECG-6 $39.95
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Part # EBR-9
$19.95
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$6.95
CHROME DRAG PIPES
USA MADE
SPECIFY YEAR & MODEL
Part # EEX-2 1 3/4"
$54.95 - 69.95
Part # EEX-3 2" $79.95
SUPERIOR GAS TANKS
SPORT BOB
Made Just For SPORTSTERS. Accepts 2 or 3 Light Dash kits, Specify Year.
Includes: TANK, DASH KIT, MOUNTING HARDWARE & SPEEDO CABLE.
COMPLETE KIT $369.95
TANK ONLY $249.95
FAT BOBS
Fits BigTwins
part # EG-23A
3.5 GAL.
& 5 GAL.
REG. 109.95 SALE $99.95
part # EG-3A 6 GAL. $169.95
FAT BOBS FLAT SIDE
Fits 1984 - present
part # EG-2C 3.5 GAL. $129.95
part # EG-2B 5 GAL. $139.95
part # EG-3B 6 GAL. $169.95
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1000 LB CAPACITY
Jack is foot operated, and does not include wheels, locking bar or tie down eye hooks. Units will lift both wheels over a foot off the ground and are compatible with Big Twin frames 1936-up ALL models.
EMJ-1 STANDARD $189.95
Deluxe Moto Jack features foot operated hydraulic. This deluxe rollerized model features 4 steel wheels, 2 fixed and 2 swivel and a stay bar locking device to keep the lift in full up position when cycle will be left on lift for extended periods of time.
EMJ-2 DELUXE $299.95
SUPERIOR FENDERS
CUSTOM FRONT FENDER
SPECIFY YEAR AND MODEL
Part # EFE-1
$29.95
FATBOB SWINGARM REAR FENDERS
EFE-6 Fits BigTwins all 4spd frames $49.95
EFE-6A Fits BigTwins Rigid frames $54.95
EFE-6B Fits Sportsters® upto '78 $54.95
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EFE-34 FL style rear fender for FX models. Fits 1973 - 85 4 speed
$119.95
EFE-4R Fl style front fender $89.95
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Fits '72 - '81
Part # EC-22B
$ 99.95
KIT WITH WIRING & SWITCHES
Part # EC-22BW $144.95
Fits '81 & Up
Part # EC-22LB $199.95
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Billet aluminum / clear anodized Big Twin rear calipers.
Part # GR-10 Fits Rigid rear $219.95
Part # G-100 Fits1973 - 80 $219.95
Part # G-202ST Fits Softail® 1987 - later $239.95
Others available - call for prices!
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BROS CLUB NEWS

Here is Bros Club member Howard Wilson (left) from Chesterton, Indiana, with his new best friend, Jay Bird.

TRAVELIN' BONE
Life's A Highway

Here we are again, and many things have been happening in Bros Club Land. As you know, I've been traveling all over the country and Canada on my FLHTC, visiting *Easyriders* franchises, *Easyriders* Rodeos, and other bike-related events.

After leaving *Easyriders* of the Ozarks in Springfield, Missouri, I made my way up to Porter, Indiana, where I met up with Bros Club member Chuck Smalia who opened up his house to me. Thanks, bro. Chuck and I got together with another Bros member and all-around good guy, Howard Wilson, of Chesterton, Indiana. We decided to ride into Chicago and visit the *Easyriders* of Chicago franchise location, where we visited with G.M. Tim, Bill, Joe, Sue, and Cathie—some of the store's friendly staff.

On the way home Howard and I almost had a Bros Club experience as Howard's battery and charging system laid down, which I thought would give me a unique opportunity to watch the Bros Club in action. However, because we had just left *Easyriders* of Chicago, we went ahead and called them looking for a battery. They had the battery but it needed charging. They said they would bring it out as soon as it was charged up and, thoughtfully, recommended a bar to us that was right down the street where we could wet our whistles.

I met this Bros member at Lake Michigan. His name is Bob Black, and he's from from Michigan City, Indiana. He and his bike took the long way home from work.

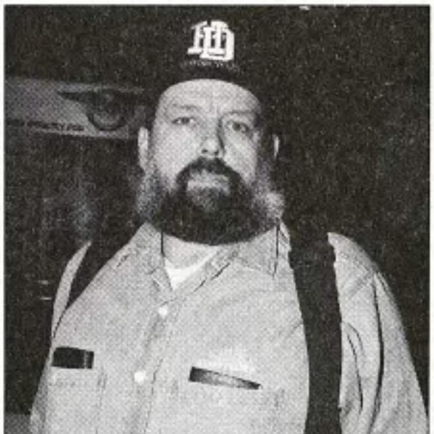
Before we had a chance to push the bike down to the bar, a tow truck pulled up and the driver asked if he could help. We said everything was okay and that we were just waiting for the *Easyriders* store to charge a battery. He said he knew where we could get a battery right away, and jumped on his cell phone, called his buddy, and told him to keep the shop open because he was bringing someone over to get a battery.

To make a long story short this tow truck driver, Jay "Jay Bird" Murrary of Mundelein, Illinois, saved us much time (although we didn't have time to get that drink) by being there for his fellow

Sandy and Trai of Capitol *Easyriders* getting set to pre-run for "Sandy's Revenge," a "Mr. *Easyriders* Contest" that Sandy held Aug. 24, '96, at the franchise store.

Photo: Ron Warnstedt

New Chicago Bros Club member Greg Thevenard, who, on a Bros Club ride from *Easyriders* of Chicago, won this Dyna Glide in a raffle at the "Little Angels" charity run. New member, new bike.



Mark Chesbrough from Ontario, Canada, at the Columbus *Easyriders* Invitational Bike Show.

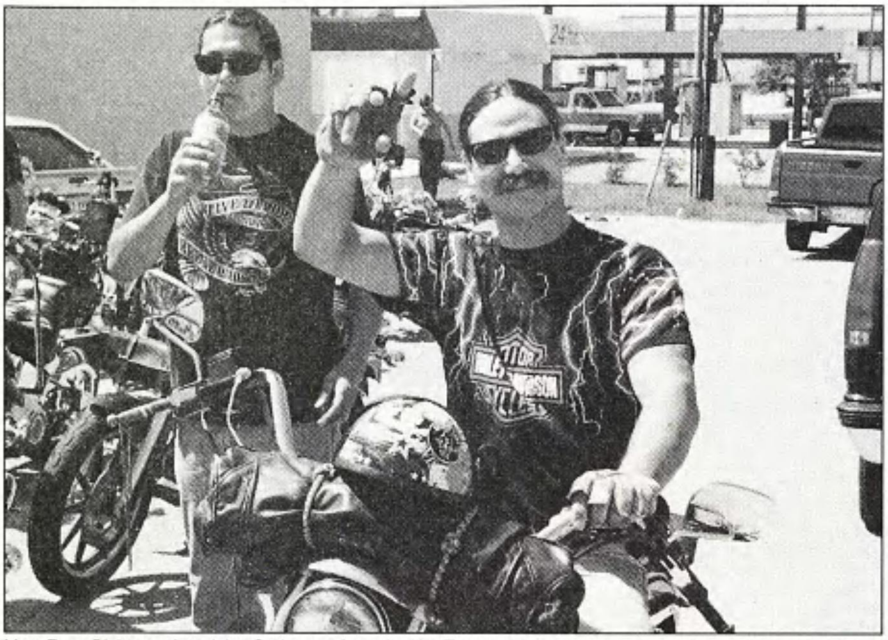
bikers. He said that he had been in that position before (on his Sportster) and felt that it was his duty to help. Thanks, Jay Bird. Although I didn't get a chance to see the Bros Club in operation, I did get to see a biker helping a fellow biker.

While in the Chicago area, I joined some of the Chicago Chapter Bros on a ride and overnight camping trip to Pontiac, Illinois, where we joined in with ABATE of Illinois members on their annual "ABATE Rendezvous," or as some call it, "The Bare Butt Putt." You can read more about it in a future issue of *Biker* magazine.

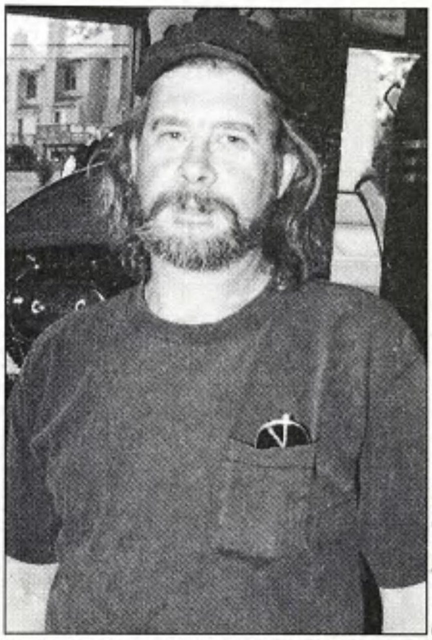
From there I went to the Capitol *Easyriders* franchise store in Gaithersburg, Maryland, where I attended their Fourth of July party. All attendees were treated to live music by the 31 Street Band and were fed free hot dogs, "hole shot" baked beans, and beer. Quite a few of our fellow Bros Club members were there. You can always count on Capitol *Easyriders* to show everyone a good time.

The next day I left to attend the *Easyriders* Rodeo in Middletown, New York, where I ran into some Bros Club members who said they were enjoying themselves and, of course, enjoying all the Bros Club benefits they earned. It's always good to see our members →

BROS CLUB NEWS

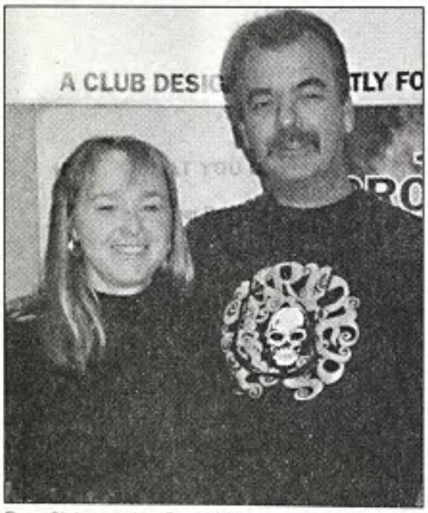


New Bros Club member John Grabagno from Austin, Texas, getting ready to ride in *Easyriders* of Austin's 25th Anniversary parade ride in June.



Photos: Gregg Daniel

Bill Hall from Rockville, Maryland, signed up at Capitol *Easyriders* during the Fourth of July party.



Bros Club member David Miller with his wife, Cheryl, at the Anaheim, Calif., bike show.

Photo: Dean Porter

"Hombre," a charter Bros Club member from Mansfield, Ohio, at the Columbus bike show.

having a good time. We're starting up Bros Club chapters all over the country. A list of current chapters and contacts is provided below. Most chapters sponsor at least an activity a week. Call 'em and get involved—today. —*Gregg*

Bros Club Chapters:

Easyriders of Columbus, Ohio
Contact: Tom Starker
(614) 224-9400

Capitol *Easyriders* (Wash., D.C.-area)
Contact: Al Crandall
(614) 670-4644

Easyriders of Las Vegas, Nevada
Contact: J.P.
(702) 368-7808

Easyriders of Chicago, Illinois
Contact: Ron Warnstedt
(847) 506-1234

Easyriders of San Diego, California
Contact: Michael D.
(619) 234-6009

Easyriders of Fayetteville, N.C.
Contact: Gypsy
(910) 864-8811

Easyriders of Austin, Texas
Contact: Rick Spradley
(512) 832-8022

Easyriders of Fresno, California
Contact: Greg King
(209) 222-7467

Easyriders of Denver, Colorado
Contact: Frank Diasparra
(303) 584-9886 (opens Sept. '96)

Easyriders of Reno, Nevada
Contact: Howard Gardner
(702) 322-2250

That's it for now. Take a look at the pictures—you could be in here, too. Remember, keep in touch. You can reach me on-line on the internet at: BrosClub1@aol.com, or write to me in care of *Easyriders* Bros Club, P.O. Box 3000, Agoura Hills CA 91376-3000.
—*Gregg Daniel*

DON'T GET BURNT.

Your bike's gassed and oiled up, with everything you need to roam long and free over the America you call home. Weeks of wind in your hair await you. But thirty miles outside Rotgut, Arkansas, the smell of burnt wiring and a small cloud of smoke leave you by the side of the road. It's so hot, the vultures circling overhead are wearing shades. Good luck, a guy with a cellular phone stops to help. You call the nearest service station. They say, "A FXLR...where they build that kinda car?" This story would be fiction if you were a Bros Club member, and you'd be sipping Sasparilla while watching your bike tended to by the right people.

A Bros Club membership includes the most comprehensive road service plan for motorcycles in existence. With over 12,000 experienced tow-truck operators on call nationwide, you're guaranteed that a competent operator will always be sent to your rescue 24 hours a day, 365 days a year. Help is only a toll-free phone call away. Bros Club pays up to $50 per call (covers most calls), and you get where you're going. For only $29.95, it's a deal too good to pass up.

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(must have)

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Or Call 800-247-6246, 7 Days a Week – 24 Hours a Day.

WALLACE & GROMIT'S OSCAR RIDE

It was a fine spring night for a couple of blokes to take a putt through the countryside, a chance to mingle with the glittaratti and the paparazzi while sitting astride and inside the snug and friendly confines of a '56 FL Police Special. But a funny thing happened on the way to the Academy Awards that night.

Dave Royal, an oft-featured bike builder and supplier of old trucks, bikes and cars to the movie industry, from Grover Beach, California, did the piloting and chauffeuring of Nick Park, 38, an incredibly creative, mild-mannered Brit. Park has directed a series of wildly successful Plasticine (stop motion) animated short films (coming to a video store near you, October 15, and not to be missed). He had arrived the night before from merry old England to attend the Academy Awards where he was nominated for best animated short. The idea was to replicate the Wash 'n' Go work cycle of Wallace and Gromit, the two crime-fighting characters of Nick's latest epic, *A Close Shave*, and deliver him to L.A.'s Dorothy Chandler Pavilion in style.

After a weekend spent modifying the Panhead, including the addition of a sidecar tub, rich red paint, black-out on the white walls, ladder and wash buckets to make the bike authentic to the film, Dave was ready to go.

All was fine as the dynamo duo turned onto Grand Avenue, the only Harley in the all-limousine, star-studded procession to the Pavilion.

Dave (Wallace), figured it was appropriate and safe for he and the bow tie-bedecked Nick (Gromit) to make the five block journey lidless. Oops. That's where Officer Rolsen, avenger of danger and keeper of the law, came into play. Officer Rolsen decided it was his civic duty to pull over the lads and make them pay for their blatant abuse of the helmet law. So with limos honking, their sequestered stars grousing, our heroes were ticketed. Nick was stunned. Absolutely speechless. Dave was appalled, blown away that the cop from hell had burst their bubble. No, he wouldn't let them just put on their brain buckets; he had to write them up and give a little safety lecture to boot.

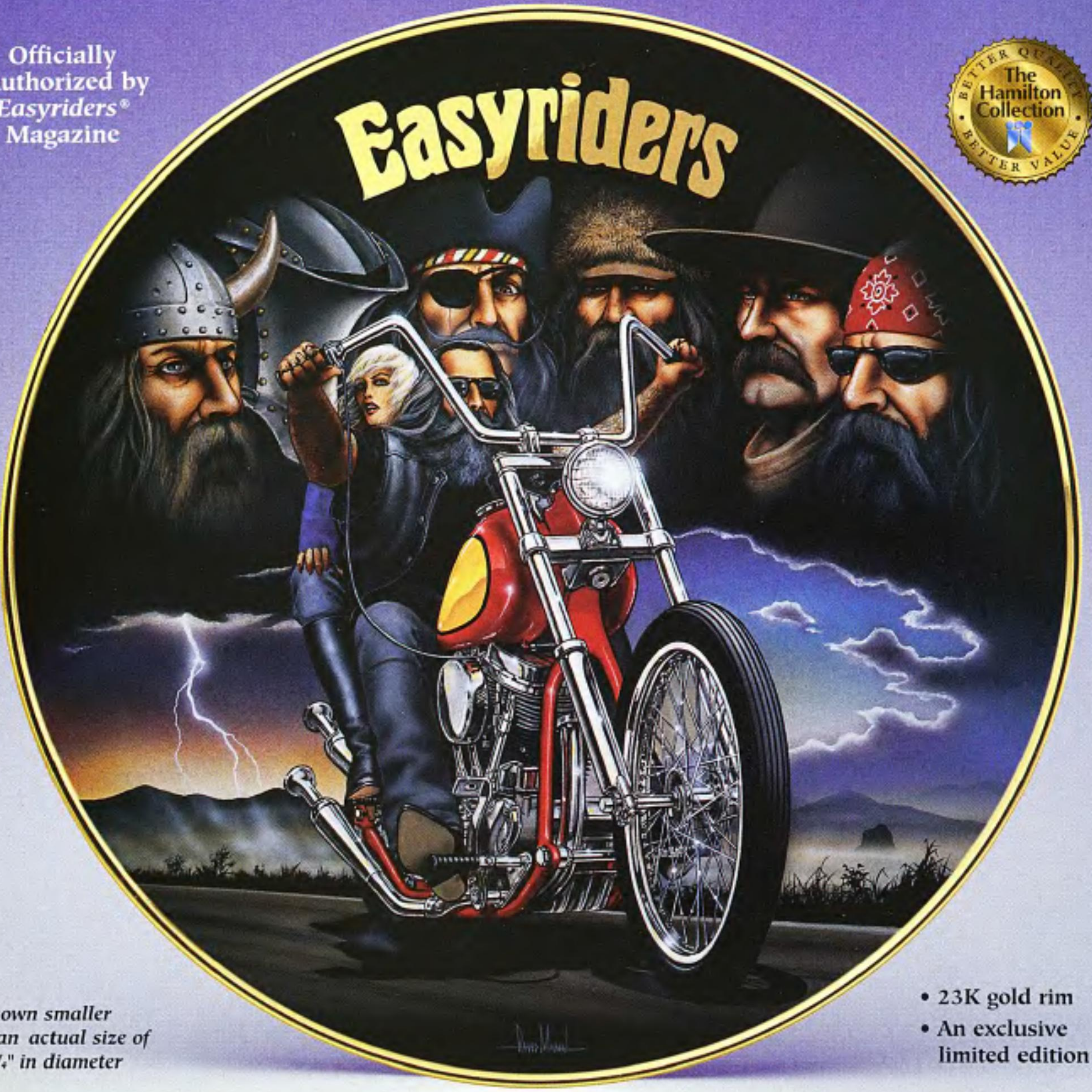
Alas, all's well that ends well. Nick made it to the show just in time to have Kareem Abdul-Jabbar (a Harley rider himself) and Jackie Chan zip open the envelope and announce the awarding of the Best Animated Short Oscar to Gromit's dad. A truly close shave.

—*Mad Cow Max*

Photos: Kim Peterson

Following Centuries of Adventure

Officially Authorized by *Easyriders®* Magazine



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The desire for adventure and the need for freedom has been passed down from the Viking conqueror to the medieval knight to the pirate of the open seas. From the American pioneer to the hero of the Old West to the modern day rider!

And now, this bold spirit is captured in "The Brotherhood of Biking," a first-ever collector plate by David Mann, an artist world renowned for his powerful portrayals of the modern day biker. From the flash of lightning that splits the sky ... to the bright colors and gleaming chrome of the biker's chopper ... to the intense expression on the faces of those whose legacy he follows, this is a powerful tribute to the 25th Anniversary of *Easyriders®*.

As an owner of this inaugural issue, you will have the opportunity — without obligation — to acquire subsequent works in a collection that will preserve in porcelain some of Mann's most creative works ever to appear in *Easyriders®*. Each issue will be hand-numbered and accompanied by a same-numbered Certificate of Authenticity, in an edition limited to a total of just 28 firing days. Our 30 day, *100% Satisfaction Guarantee* assures you order without risk. So experience the adventure for yourself and submit your order today!

The Brotherhood of Biking

by David Mann

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Respond by: November 30, 1996

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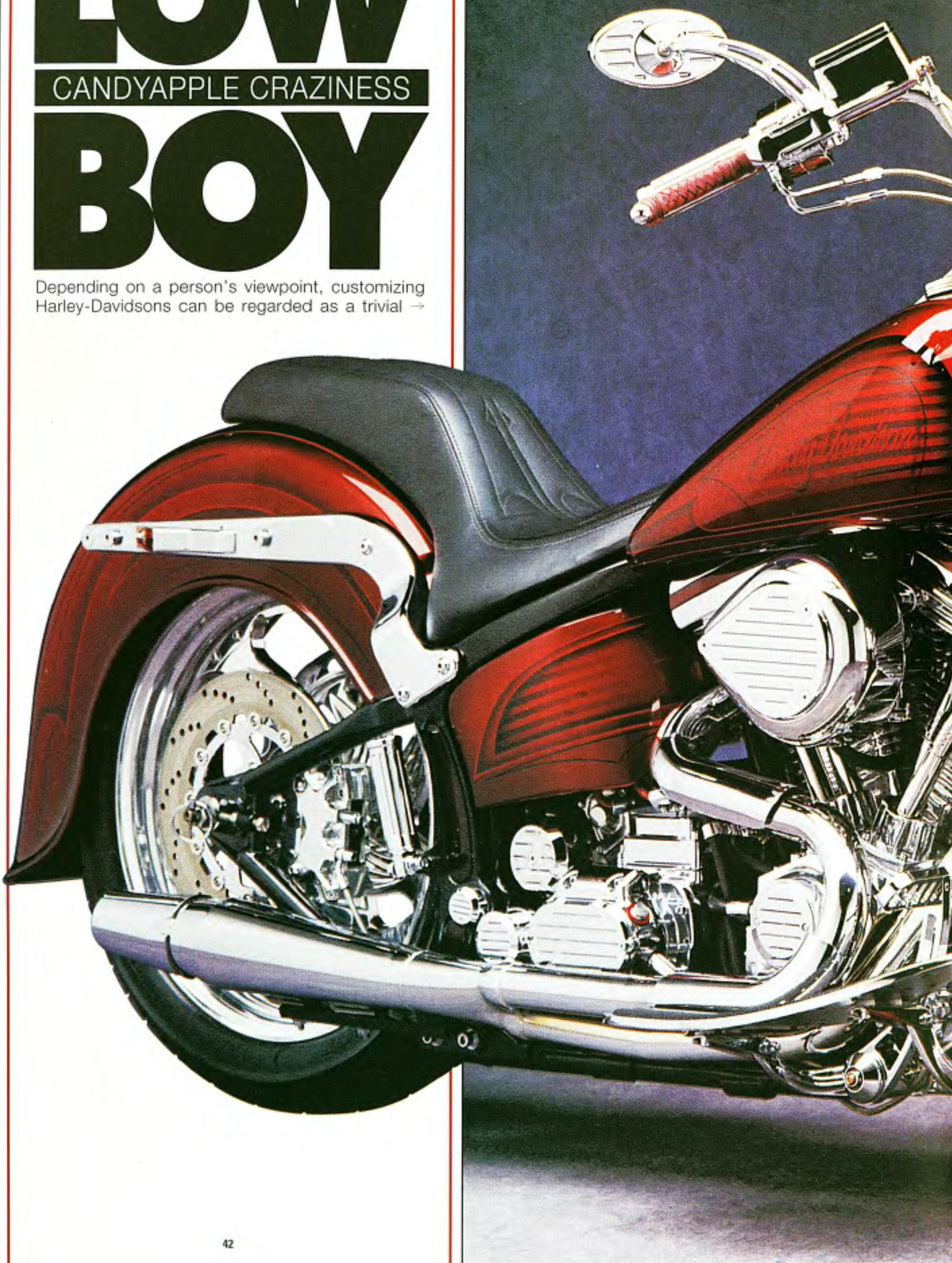
LOW BOY

CANDYAPPLE CRAZINESS

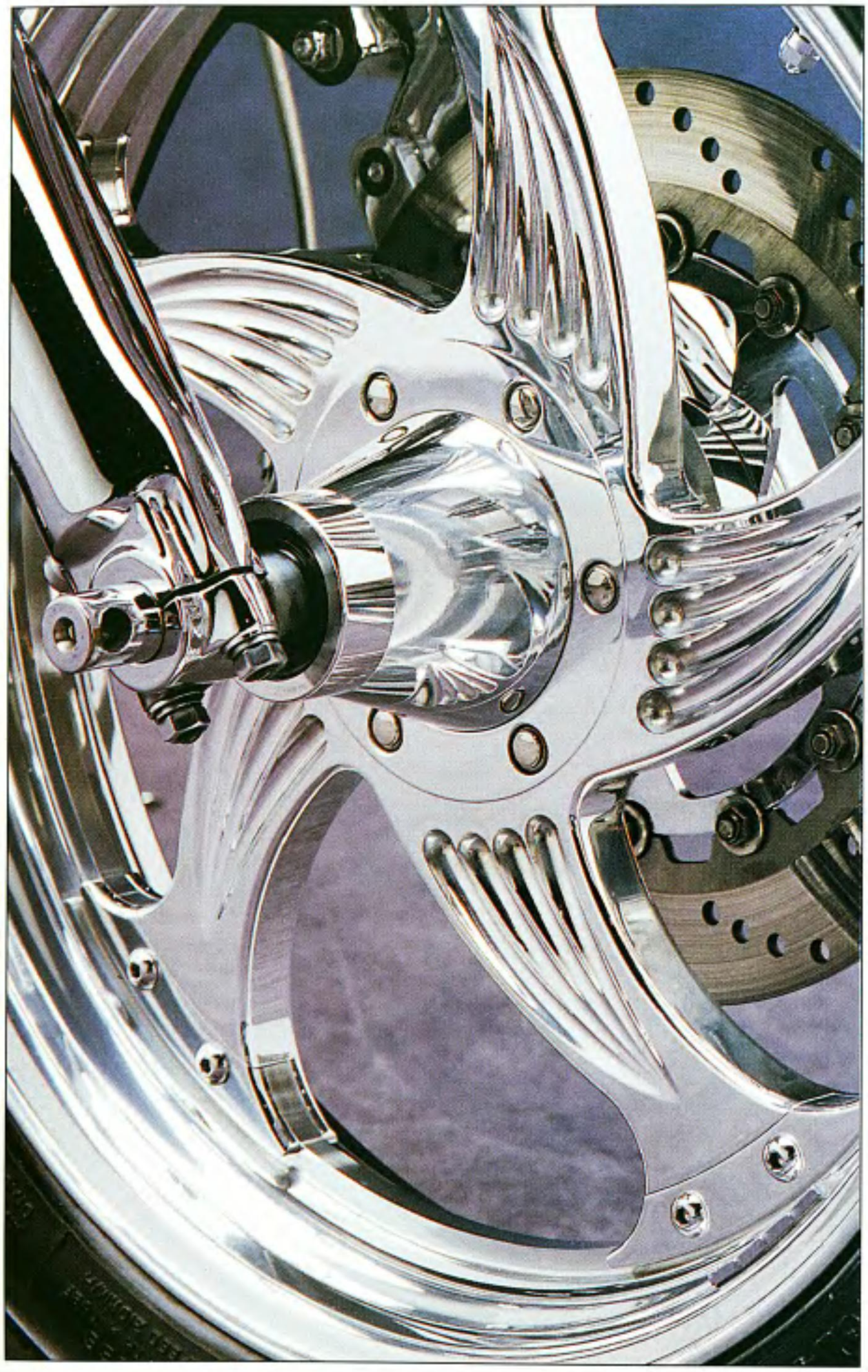
Depending on a person's viewpoint, customizing Harley-Davidsons can be regarded as a trivial →

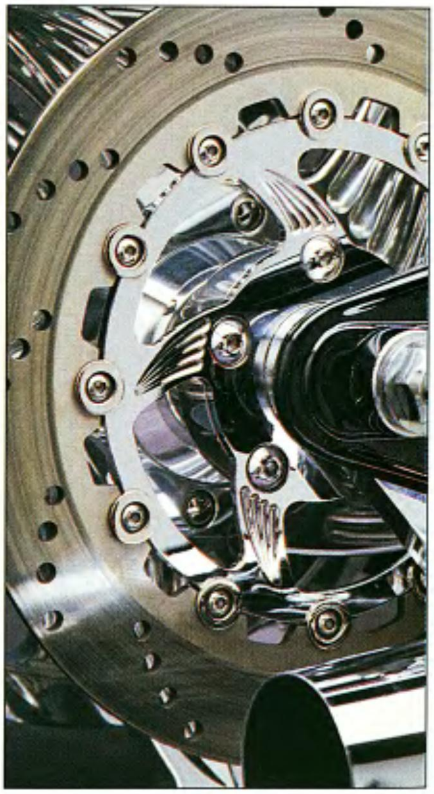


(if expensive) hobby, or as a serious (if expensive) art form. But it doesn't really matter to the serious bike builder. For him, the activity is a passion, an obsession, a quest for perfection—maybe even an addiction. Ironically, this intense, all-consuming interest may be the unforeseen consequence of quite ordinary, even trivial, beginnings.

George Sepulveda, owner of the dazzling stroker you're looking at, is a case in point. A lifelong dirt rider, George bought his first Harley from a neighbor about two years ago, only to discover that people continued to refer to it as "Tom's bike." When a friend said, "You have to piss on it to make it your bike," George knew what to do. A new paint job, he figured, would turn the motorcycle into "George's bike."

Now, if George had just picked up a couple cans of spray paint at the drugstore and did a quick backyard special on the tanks and fenders, that might have been the end of it. Instead, he went to Damon's Motorcycle Creations, and the paint job (including breathtaking ghost graphics in eight colors) was so stunning that →





it triggered a customizing frenzy. The result was "Low Boy," winner of numerous regional and national awards, including 3rd Best of Show, as well as 2nd place honors in the *VQ* Class, at this year's *Easyriders* $35,000 Invitational Bike Show in Columbus, Ohio. "I'm particularly proud of receiving so many People's Choice awards," George says. "The recognition comes from the real riders out there and, for me, their opinion means the most."

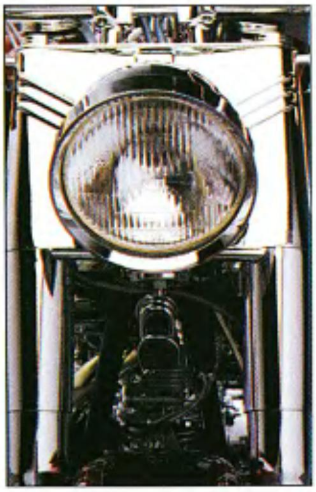
Owner of Sepulveda Construction in Orange, California, George is already at work on his next project, a custom rigid that promises to be a worthy successor to "Low Boy." Meanwhile, riding and building bikes has turned into a family affair. George's wife, India, rides a custom George built for her, and their older son, Daniel, shares his father's mania for motorcycles. "My younger boy, Jacob, enjoys bikes, but baseball is really his thing. But Daniel—man, that 12-year-old can identify the year and model of any Harley coming down the road. At the shows, he answers anyone's question about the bike, and he picks up all the trophies from the trophy girls—I don't even go up anymore," George says, with a laugh.

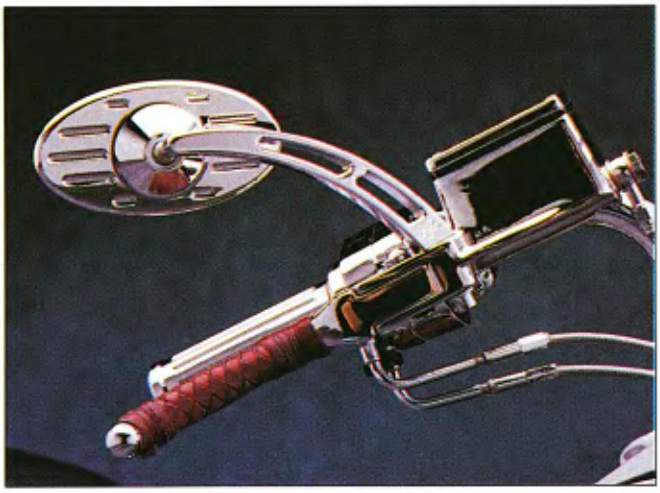
With the solid support of his family, George pursues his devotion to riding, building—and just plain enjoying—motorcycles. And if George can end up building a custom like "Low Boy" when all he really wanted was a paint job ... well, imagine what he'll produce when he begins from scratch.

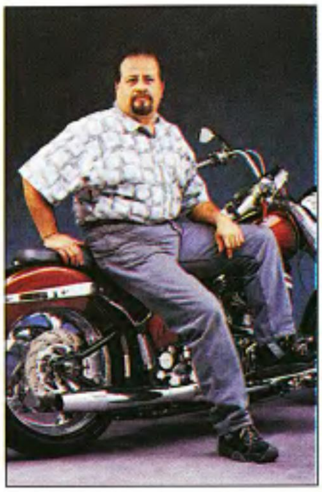
Almost scary, huh?

—Fowler Plugg

3RD PLACE: BEST OF SHOW
Easyriders Bike & Tattoo Show Tour
Anaheim, California, January 6, 1996
Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 1997







Owner(s): George Sepulveda
City: Carbon Canyon, California

General
Fabrication: H-D/Damon's
Year and make: 1991 H-D
Model: Low Boy
Value: incalculable, but for sale
Assembly: Damon's/owner
Chroming: Damon's

Engine
Year and model: 1991 Evo
Rebuilder: Damon's/Mesa Cycle
Ignition: Crane HI-4
Displacement: 89 cubes
Lower end: S&S
Pistons: S&S
Cases: H-D, polished
Heads: H-D/Performance Technics
Cam: S&S 561
Carb(s): S&S
Pipes: Thunder Header
Modifications: S&S balancing, S&S/K&N air cleaner, JIMS lifters

Transmission
Modifications: backcut gears

Painting
Molding: Damon's
Painter: Damon's
Color/type: multi-color/candy apple red
Special paint: ghost graphics

Frame
Year: 1991
Builder: H-D
Type: Softail
Modifications: raked 7 degrees over

Accessories
Bars: CCI
Fenders: H-D/Damon's
Headlight: Headwinds
Taillight: 1939 Ford
Speedo: H-D, painted
Pegs: Cycle Smiths/Pro-One
Gas tank: stretched/H-D/Damon's
Oil tank: stretched/H-D/Damon's
Primary cover: Joker Machine
Seat: Damon's/Stitcher
Mirrors: Pro-One
Grips: Pro-One

Forks
Type: wide glide
Builder: H-D
Modifications: chromed

Wheels

Front
Type: Sun Devil
Size: 18-inch
Tire: Avon 130
Brake: Performance Machine

Rear
Type: Sun Devil
Size: 18-inch
Tire: Avon 150
Brake: Performance Machine

Photos: Michael Lichter

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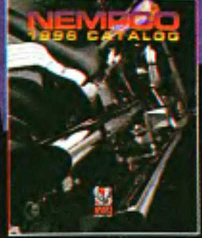

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1997 BACK TO BASICS

THE OLD DEFINES THE NEW

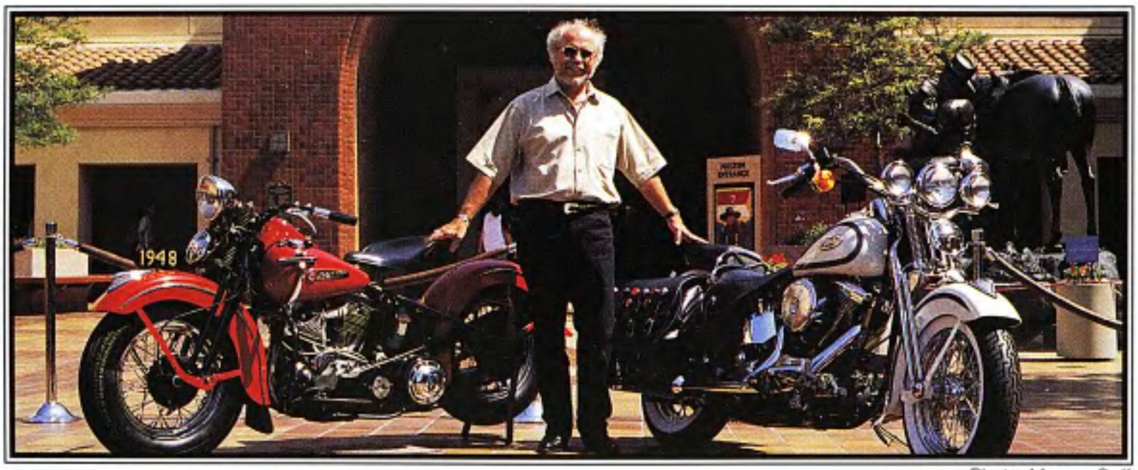


Photo: Marcus Cuff

Showing that The Motor Company has an ear and a feel for its customers, Harley-Davidson debuted its1997 model line at the Autry Museum of Western Heritage in Los Angeles on July 12.

Willie G. and the boys wowed the crowd of hardened motorcycle mag reporters with their flagship for '97, the Heritage Springer Softail. The Springer mirrors a tradition that began with the 1948 Pan and continues today. All in attendance agreed that H-D is giving its fans exactly what they want, and doing it in fine style. Production is being increased to cope with the strong demand and the anticipated clamor for the new models. Harley-Davidson has made an even greater commitment to servicing their customers, expanding their factory capacity by more than a million square feet, and opening 15 new dealerships.

Also on stage was the refined Ultra Classic, sporting redesigned electronics, easier-to-service fuses and a gel battery as standard equipment. If that wasn't enough, they made a totally "rider-geared" change to their already proven Ultra Glide platform—the seat height on the '97 Dressers has been lowered a full inch for improved ride and handling. The show finished with the introduction of a new line of bolt-ons to shore up the "Detachables," and Motor Clothes that actually belong on a motorcycle.

Check out this year's offerings and get in line. There will only be 6,600 Heritage Springers, so don't say we didn't warn ya!

—Oz

VR1000

The VR1000 concept came to life in the late '80s when H-D made the decision to get back into SuperBike competition. The VR1000 uses an aluminum twin beam frame with an adjustable swingarm pivot. The 996cc water-cooled, fuel-injected, 60 degree V-twin features dual overhead cams and four valves per cylinder.

1997 XLH SPORTSTER 883

The XLH Sportster ($5,295-$5,465) is the "standard," and H-D's lowest-priced scooter. This bike is characterized by a new tank graphic, low-rise handlebars, single seat and 13-spoke aluminum wheels. Laced wheels with a machined-aluminum rear hub are available as an option.

1997 XLH SPORTSTER 883 HUGGER

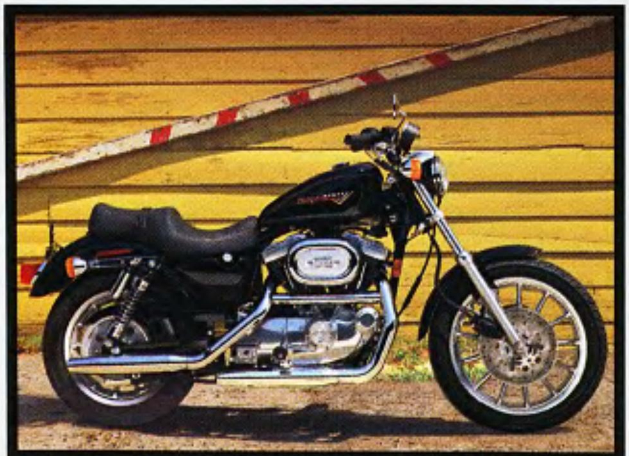
The Hugger for 1997 ($5,895-$6,165) features a new gas tank graphic, a buckhorn handlebar, low profile solo seat, and 13-spoke aluminum wheels. Laced wheels and a machined-aluminum hub are also available.

1997 XLH SPORTSTER 1200

The XLH Sportster 1200 ($7,560-$8,055) is the standard 1200cc model, featuring buckhorn handlebar, a new two-piece seat, and dual instruments. Thirteen-spoke, aluminum wheels are standard, and laced wheels are available as an option.

1997 XL 1200C SPORTSTER CUSTOM

The XL 1200C Sportster Custom ($8,620-$9,115) has the cruiser look. A black engine with chrome accents, low-rise handlebar, chrome headlight, and electronic speedometer separate it from the other models. The difference is made even more evident by the short stroke front and rear shocks and the 3-D cloisonné tank emblem.



1997 XL 1200S SPORTSTER SPORT

The Sportster 1200 Sport ($8,108-$8,5401) has a bold, high-performance look. The 1200 Sport comes with a low-rise handlebar, sport seat, front and rear fully-adjustable sport suspension, dual floating-front disc brakes, and front and rear sport Elite tires. The look is topped off with a sporty tank graphic.

1997 FXSTS SPRINGER SOFTAIL

Harley's patented Springer front end defines the Softail Springer ($14,475-$15,290), which is styled after a 1948 H-D front end. The look is enhanced by a traditional low-profile headlight, a buckhorn handlebar, and a 21-inch laced front wheel with a new chromed aluminum hub.

1997 FLSTS HERITAGE SPRINGER

New for '97, and the flagship for H-D, is the Heritage Springer ($16,9995-$17,285), a combination of vintage styling and modern day technology. Taking its cue from a 1948 Panhead, the scooter features a front-mounted horn, crossover exhaust pipes with dual-fishtail mufflers, leather fringed saddlebags, and whitewall tires.

1997 FLSTS HERITAGE SPRINGER (INTERNATIONAL)

Priced to sell overseas and boasting the same features as its domestic cousin down to the tombstone taillight, this Heritage is made primarily and especially for the export market, approved and sanctioned by all the European Community countries and in Japan. And most other countries where these kind of machines are the puttin' bros favorites.

1997 FXSTC SOFTAIL CUSTOM

The Softail Custom ($13,850-$14,665) is just what its name implies. This is a sharp scoot featuring a 16-inch solid-chrome disc rear wheel, a narrow 21-inch laced front wheel with a new chromed aluminum hub, a bobtail fender, and a wide front fork.

1997 FXSTSB BAD BOY

The Bad Boy ($12,925-$15,215) has a tough look with its black painted front end, slotted rear wheel, studded seat and bullet headlight. This ride combines nostalgic and contemporary styling, and is definitely not available in all countries.

1997 FLSTC HERITAGE SOFTAIL CLASSIC

For H-D 1949 was a banner year, and the Heritage Softail Classic ($14,975-$15,790), carries on the tradition. The studded leather bags, fishtail mufflers, full windshield, and big chrome headlight stays true to the form. Laced wheels and footboards complete the picture.

1997 FLSTF FAT BOY

The Fat Boy ($14,300-$15,115), is still in front of the curve with solid disc wheels, shotgun exhaust pipes, textured leather seat, hand-laced tank panel, footboards, and wide FLH-style handlebars. This ride figures to be in style forever.

1997 FXDS-CONV DYNA CONVERTIBLE

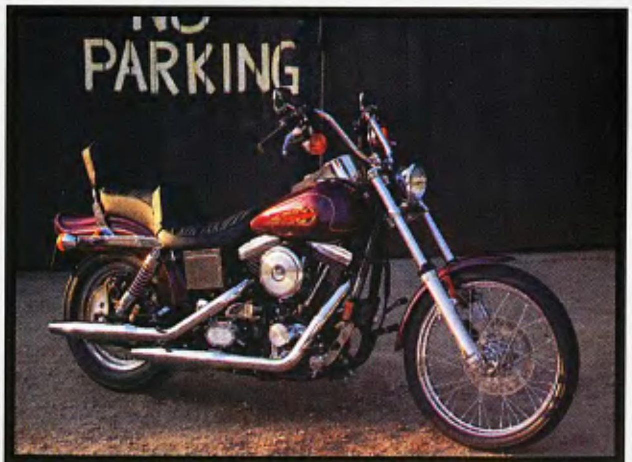
The Dyna Convertible ($13,825-$14,635), is built for travel with a 28-degree sport chassis and road-wise suspension. Ballistic nylon-and-leather saddlebags, dual disc front brakes, and a chrome sissybar with back rest make this custom cruiser the hot tip for road trips.

1997 FXDL DYNA LOW RIDER

Lots of chrome, and attention to detail, make the Dyna Low Rider ($13,475-$14,285) a great multi-purpose ride. This scoot, with its pillow-soft, two-piece seat with removable passenger pillion, dual-front discs, and black-and-chrome powertrain, is equally at home on the highway or the boulevards of America (and Canada).

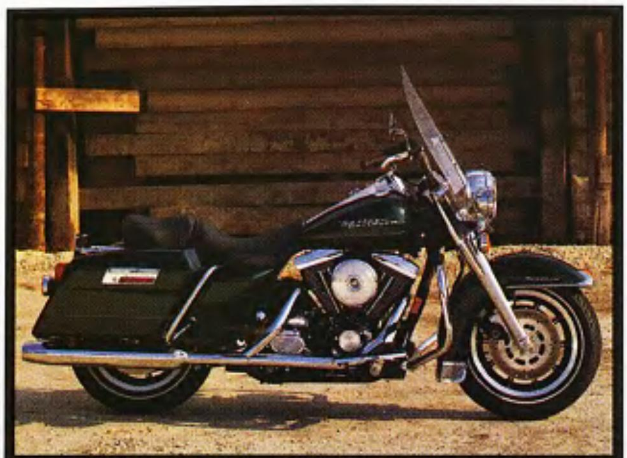
1997 FXD DYNA SUPER GLIDE

The Dyna Super Glide ($10,650-$11,085) is the lowest-priced, entry-level 1340cc model. The 28-degree sport chassis, sport suspension, one-piece seat, buckhorn handlebars, and 13-spoke aluminum wheels are standard. Laced wheels are available as an option.



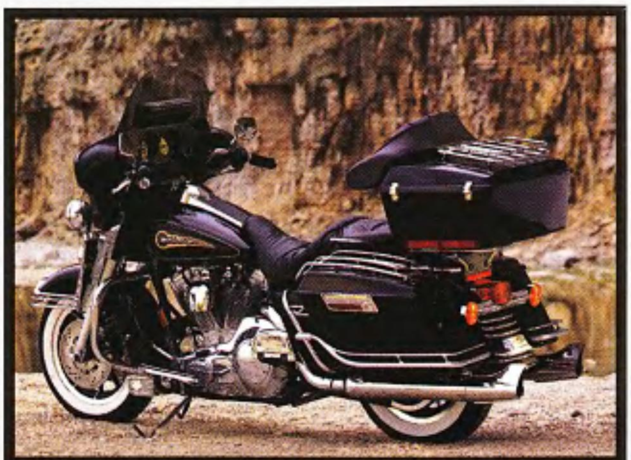
1997 FXDWG DYNA WIDE GLIDE

If you're into apehangers, this scoot is you! The Dyna Wide Glide's ($14,475-$15,285) forward controls and fatbob-styling complement the flamed tank graphics and wide glide front end with chrome headlight.



1997 FLHRI ROAD KING E.S.P.F.I.

The Road King ($14,425-$15,290), combines style and comfort for a "best of both worlds" ride. With the advent of H-D's "Removables," this bike features windshield and passenger seat that come off in minutes. A large headlight nacelle and electronic fuel injection complete the package.



1997 FLHT ELECTRA GLIDE STANDARD

For the biker making the transition from cruiser to touring there is no better way to start than the Electra Glide Standard ($12,495-$12,760). A low price and a host of addable accessories make this the ideal scoot to build on as you decide you need more comforts.

1997 FLHTCI ELECTRA GLIDE CLASSIC E.S.P.F.I.

Got the touring bug full-time? Your next step is the Electra Glide Classic ($14,745-$16,395). This scoot has a 20-watt per channel cassette stereo with weather-band and room for your luggage. Available with either sequential port fuel injection or carbureted, these rides offer long haul comfort.

1997 FLHTCUI ELECTRA GLIDE ULTRA CLASSIC E.S.P.F.I.

With the Ultra Classic Electra Glide ($16,950-$18,600), the name says it all. This is the final word in touring motorcycles. This bike is packed with every conceivable accessory, from cruise control to CB with voice activated intercom to fuel-injection. You can't think of an option that's not here.

HUNKERED DOWN HUGGER

JASON SWIECK'S 1200CC Z-STER

"Clean Dean," the editor of *Biker* magazine, when hearing we were penning a story on Jason's hip-hop Sportster, said, "That's one fast Sportster. We were riding eighty-five to ninety back from San Diego, and he could have left my Big Twin in the dust." Clean Dean's not one prone to exaggeration, and it had nothing to do with the fact that both he and Jason are members of the illustrious Weasels.

Jason's '92 ex-Hugger also took third place at the *Easyriders* Bike Show in Anaheim, California (in the *Easyriders* Class), so there's a general consensus that his pavement-hugging Sporty is an A-list show and go-ster.

Jason, who works at Win Products, literally sees thousands of bike parts everyday, so he knows how to pick and choose. Actually, he's owned this bike for several years, riding it as a stock Hugger until he happened to pull up alongside a highly polished BMW four-wheeler. →

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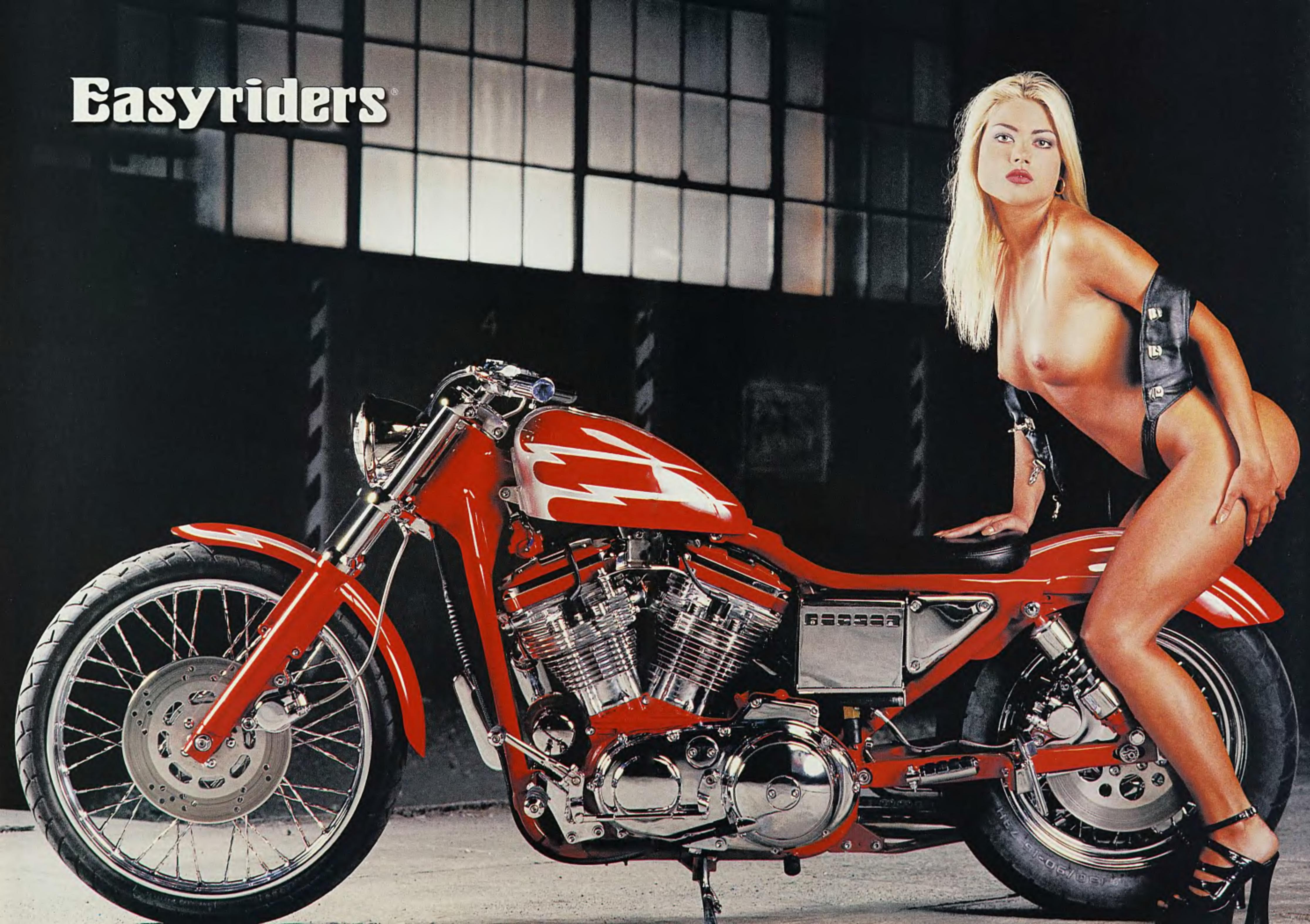
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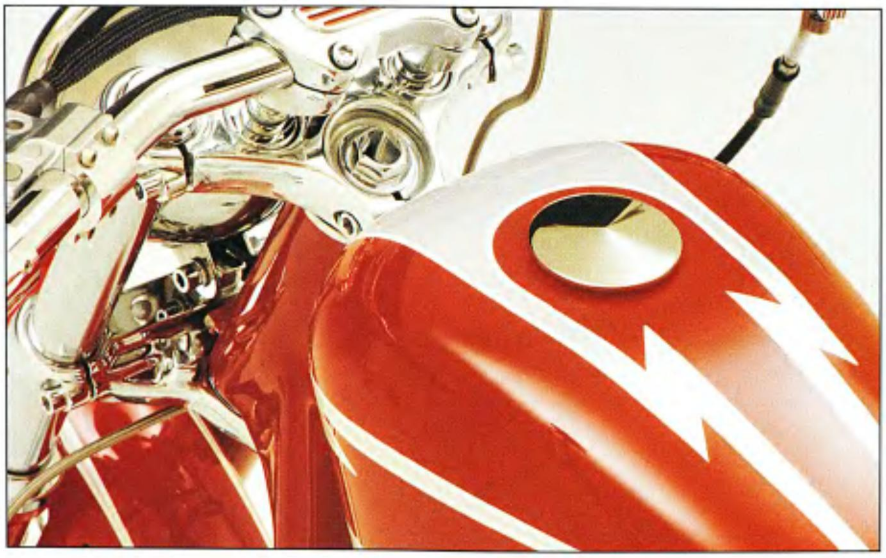
"I had a vision, my only one," says Jason. "The car's door reflected a Fun House distorted image of my bike, making it look all low and squat." In a flash of inspiration, he told himself, he would build his bike in that image. It took him six months of work, the image burnt into his brain, but he was able to recreate his vision. Handling almost all the work himself, he built the bulk of it in '95 at the *Easyriders* Custom Bike Shop in San Diego before it closed. After molding the frame, he took the body pieces to Randy Davis for the Guards Red paint job, with friend Pieter Loftus giving a hand as well.

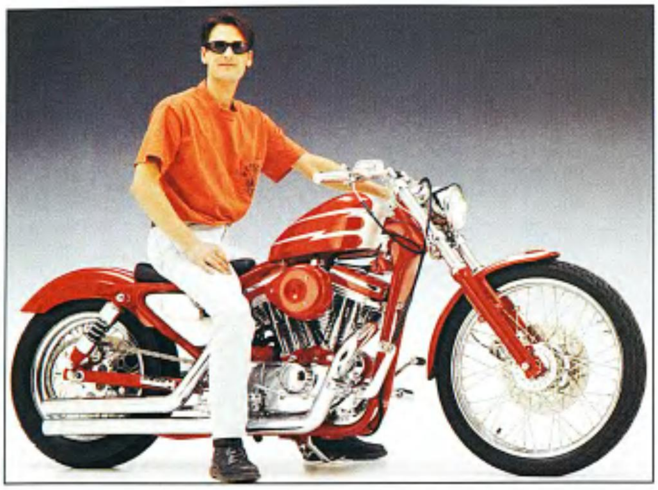
The bike sits about 2½ inches lower than stock, credited to an eight-degree rake kick-over and a 2-inch extended swingarm which allows the Progressive Machine shocks to take a steeper angle. "It's actually very comfortable to ride even with the stiffer shock," says Jason. "It's a fast ride, too, thanks to the Wiseco 1200 kit and headwork, making for a healthy 12:1 compression ratio. I sent the heads to J. Bittle Associates (JBA) who work on Ford performance engines. They →

shaved .0200 off the base and ported and flowed the heads. But I kept many of the stock parts, like the rear fender, the seat, which I recut, and the carb which was rejetted."

When we spoke to Jason, his Sportster was sitting nearby, a special bit of office decor better than any coffee break. He was also wearing his orange Weasel T-shirt since it was Weasel Wednesday, a day all devout Weasels celebrate at their local watering hole, and a day definitely for riding his huggable, as in hold on tight, ex-Hugger.

—Cajun Paul





Owner: ...Jason Swieck
City: ...Moorpark, California

General:
Fabrication: ...owner
Year and make: ...1992 H-D
Model: ...Sportster XLH
Value: ...$22,000
Assembly: ...owner/Pieter Loftus
Chroming: ...Rudy at Pacific Plating

Engine
Year and model: ...1992 883cc Evo
Rebuilder: ...owner
Ignition: ...RevTech
Displacement: ...1203cc
Lower end: ...H-D
Pistons: ...Wiseco
Cases: ...H-D
Heads: ...ported and flowed by JBA
Cam: ...Andrews N-4
Carb(s): ...rejetted
Air cleaner: ...teardrop
Pipes: ...modified Porkers
Modifications: ...23-tooth trans sprocket, shaved heads (JBA)

Transmission
Year: ...1992
Modifications: ...none

Paint
Molding: ...owner
Painter: ...Randy Davis
Color/type: .Guards Red, Mercedes Silver/ House of Kolor

Frame
Year: ...1992
Builder: ...H-D/owner
Modifications: ...8-degree rake, swingarm stretched 1½ inches

Accessories:
Bars: ...drag
Fenders: ...stock, recut/repositioned
Headlight: ...H-D Springer
Taillight: ...modified Pro-One
Pegs: ...modified KüryAkyn
Gas tank: ...2.2-gallon H-D
Oil tank: ...chromed
Primary cover: ...chromed
Seat: ...modified stock
Mirrors: ...none
Grips: ...Ness

Forks
Type: ...stock Hugger
Modifications: ...painted

Wheels

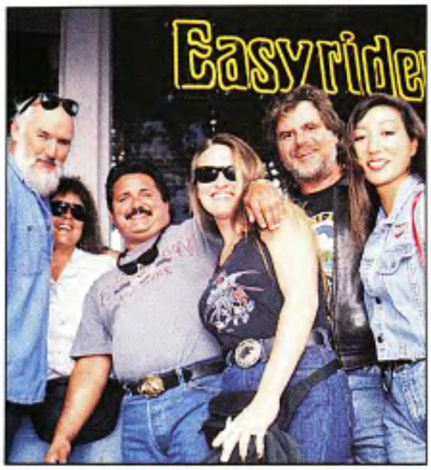
Front
Type: ...H-D
Size: ...21-inch
Tire: ...Dunlop
Brake: ...H-D, chromed

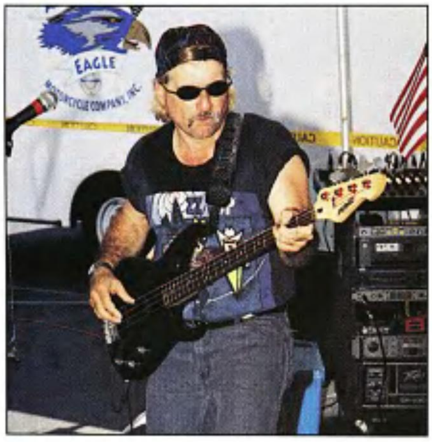
Rear
Type: ...H-D
Size: ...16-inch
Tire: ...Dunlop
Brake: ...H-D, chromed

Photos: ...Steven Gunn, Raiko Hartman

EASYRIDERS 25TH ANNIVERSARY CELEBRATION

BIKER BASH SIMULTANEOUSLY HITS 20 EASYRIDERS STORES ACROSS THE COUNTRY!





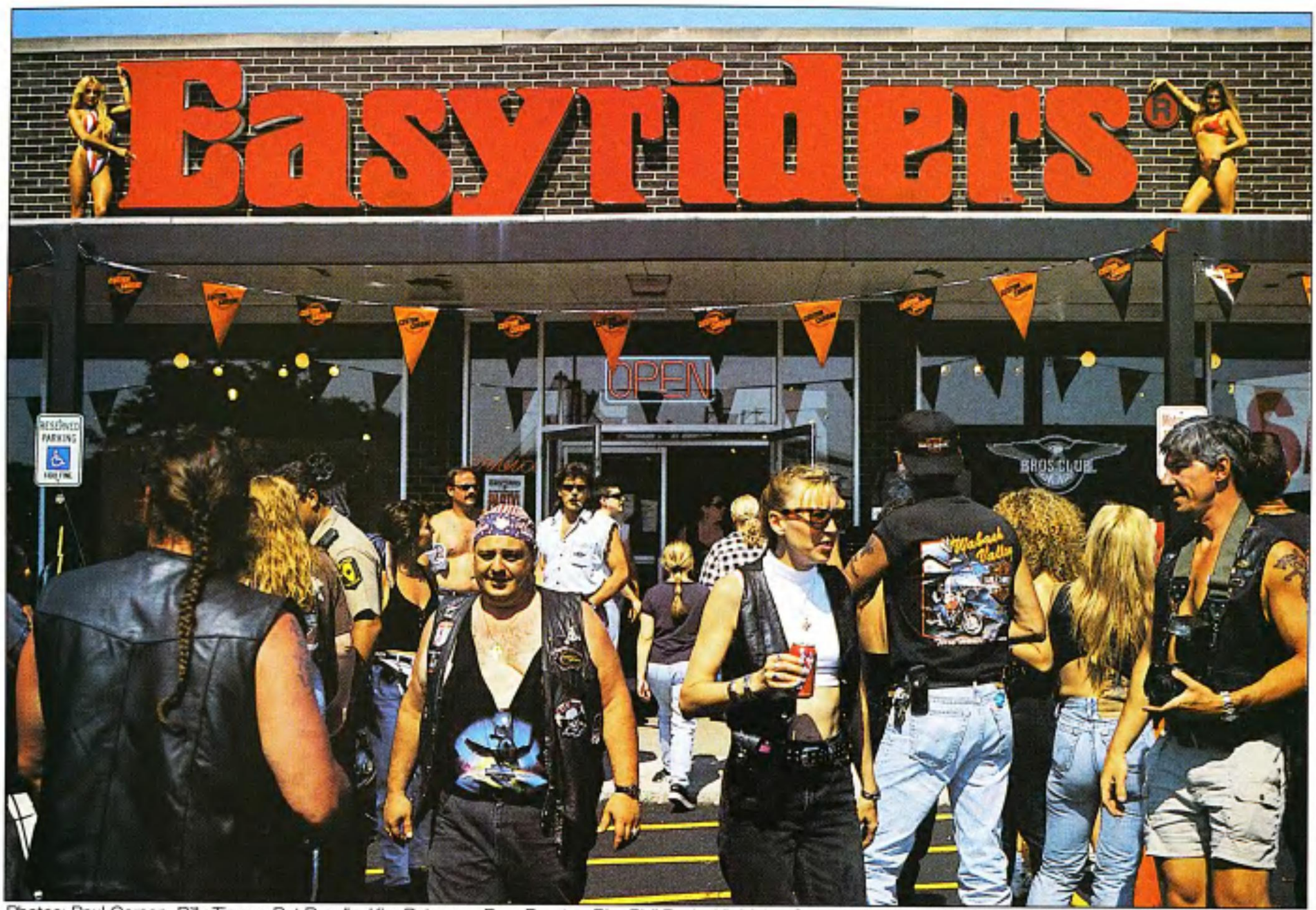
When *Easyriders* celebrated its 25th Anniversary the weekend of June 14-16, it threw a party that rocked the streets nationwide. All across the country, the sound of Big Twins shook the earth and buckled the blacktop as hordes of scooter jockeys thundered to their nearest *Easyriders* franchise store. Roaring up and down the West Coast like a herd of rutting Eskimos, they swarmed to *Easyriders* of Fresno (California), Reno and Las Vegas, (Nevada), Melrose (Hollyweird, Calif.), Camarillo and San Diego (SoCal). All across the rest of the Southwest they bit the bullet beneath a blistering sun, flocking to *Easyriders* of

Scottsdale (Arizona) and *Easyriders* of Austin (Texas).

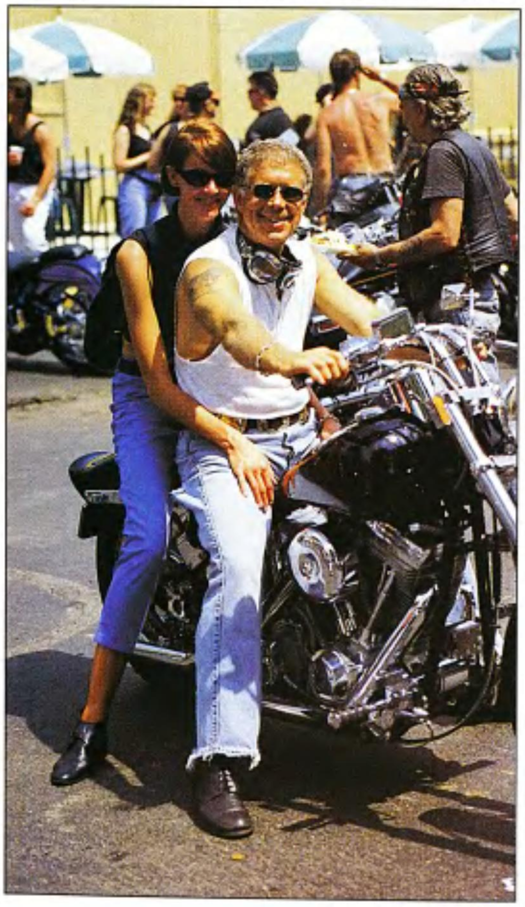
Midwestern-bound bros returned thunder for thunder beneath rumbling skies as they stormed through the heartlands to *Easyriders* of Columbus (Ohio), Cleveland (Ohio), Chicago (Illinois), and Detroit (Michigan). Brothers and sisters mounted their rides and blasted the Blue Ridge and Great Smoky Mountains south to Fayetteville (North Carolina), and Daytona (Florida), and deep into the Missouri Ozarks, then alongside the Mississippi River they rode to parties in Memphis (Tennessee), St. Louis (Missouri), and New Orleans (Louisiana). A couple of rigid Shovels were even rumored to have burned rubber across the White House steps on their way to Capitol *Easyriders* in Maryland.

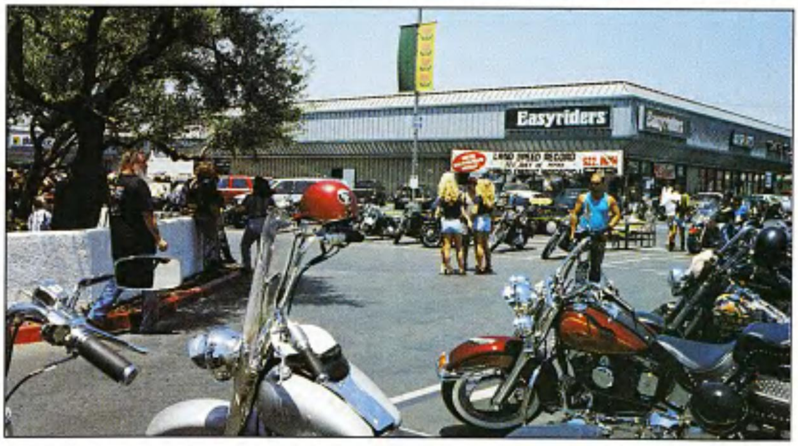
Local news stations around the country voiced concern over the sudden invasion of modern-day Vikings roaring through unsuspecting town after town on their way to destination unknown. Panic-stricken reporters nervously speculated about the blacktop blitz: Was it some kind of warning? Had the Apocalyptic beast finally reared its ugly head? Was it time to lock the family in the basement and toss a side of beef on the porch as a peace offering?

Easyriders might've gotten a little →

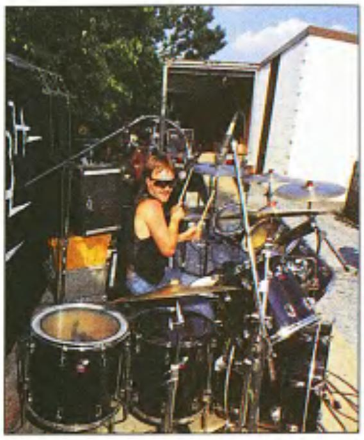


Photos: Paul Garson, Billy Tinney, Pat Randle, Kim Peterson, Pam Proctor, Rip, Phil Rudy, Kit Maira, Steve Kelly, Chuck Emery, Charlie Brewton, Scott Cunningham



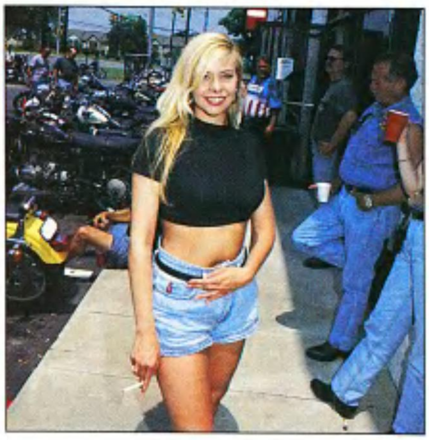


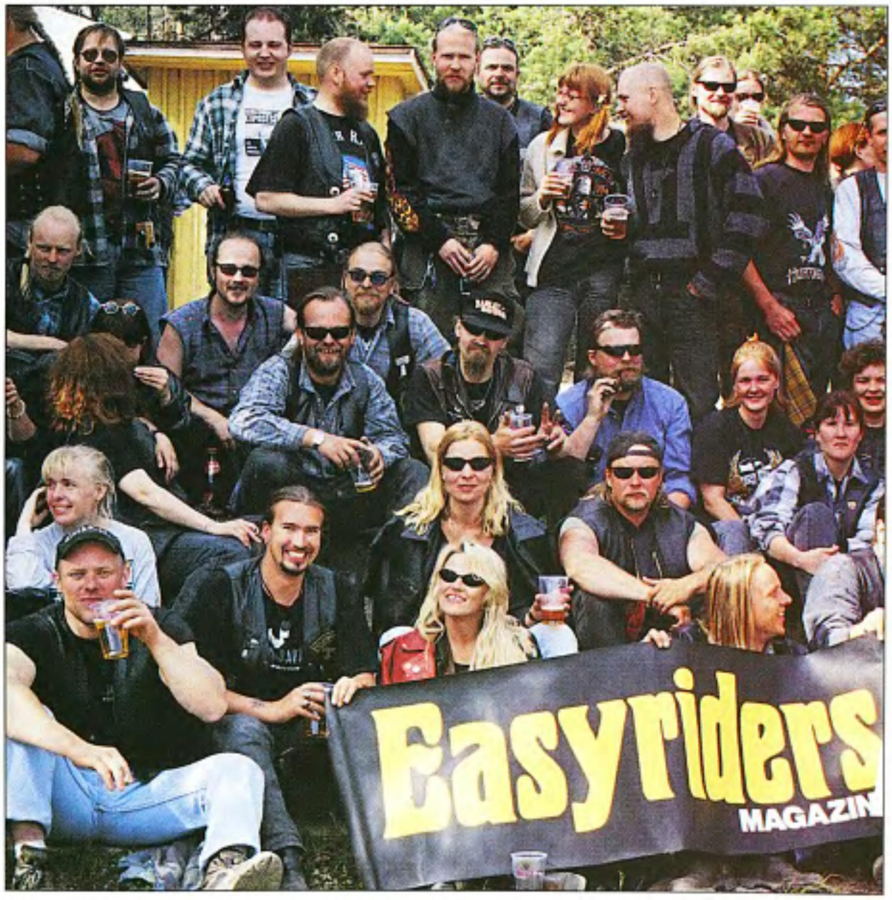
carried away by throwing a 25th Anniversary bash at so many locations across the country, simultaneously. But rather than erring on the side of caution, battle instructions came down from the bunker at Paisano Headquarters in Agoura Hills: *blitzkrieg!* And so it was: Bandit was immediately dispatched to *Easyriders* of Scottsdale, Gregg Daniel hightailed it to the Ozarks, Two Step boogied over to Vegas, Clay Dog scurried like a scalded pup over to Austin, Clean Dean cleaned out Cleveland, Loudmouth putted his rejuvenated Softail to Dago, Rip rolled Sugar Pai to the Capitol *Easyriders* store, and so on down the line.



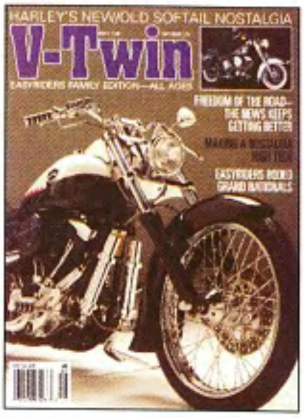
With a total of 20 parties in all, each held at different *Easyriders* franchises, and a party in Finland, live bands rocked the crowds, barbecue grub found its way to road-weary attendees, ride-in bike shows lined the lots, award ceremonies and a constant barrage of door prizes exploded from podiums, and bikini contests blurred visions. All in all, no matter where you were at, the *Easyriders* 25th Anniversary celebration was one righteous bash—*nationwide!* —*Clay Dog*

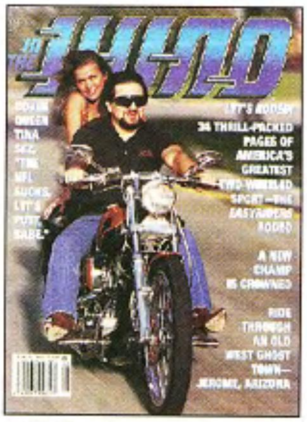
Editor's note: This is just a taste of the action; for the in-depth, party-by-party lowdown, see In The Wind *(#79, Jan. '97 issue), on sale* **October 8.**

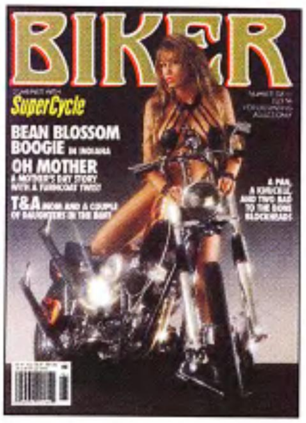


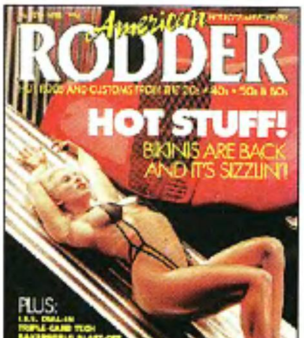


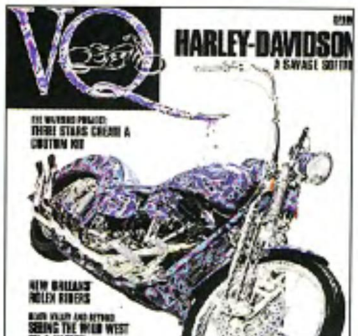
YOUR CALL!

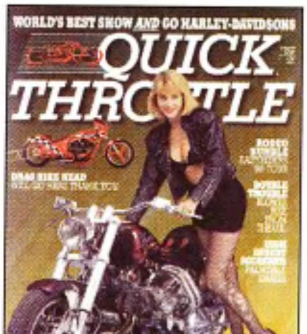












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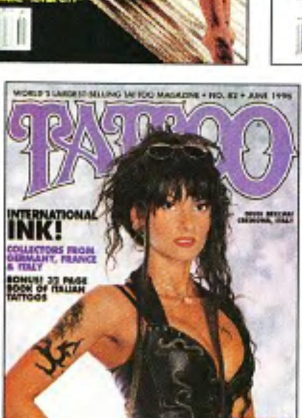

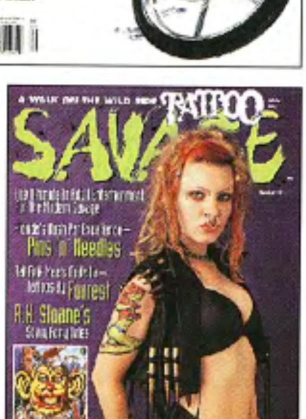

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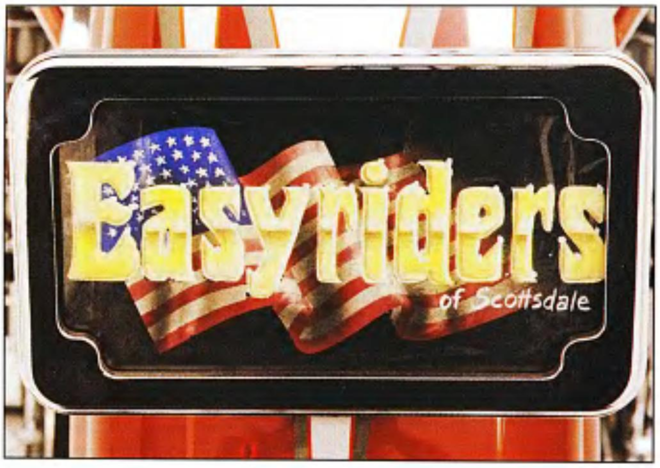
HEAT-SEEKING

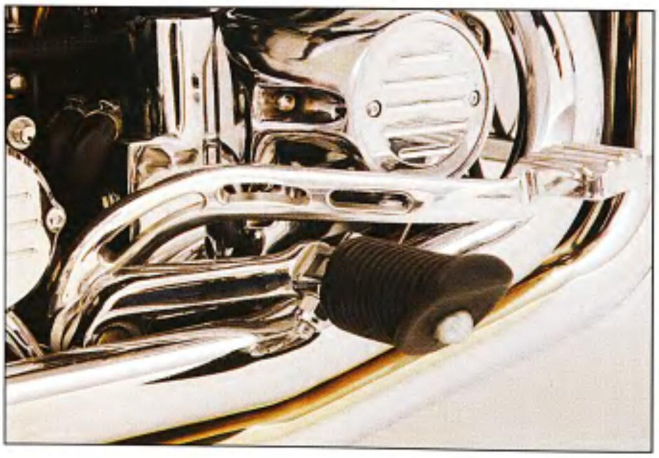
MISSILE

When Arizona master builder Myron Larrabee sets out to build a personal ride, you might expect it to be a wild street ripper with dual Magna Chargers fed by dual double-throat Dell 'Ortos and a canister or two of nitrous thrown in and ... "No. I wanted an everyday bike I could actually ride," Myron blurted, shattering my fantasy.

"Yes, I build ground-up bikes and some are very radical, but those bikes are, well, let's face it, not very practical. I wanted something that looked real good, ran real good and was fun to ride and live with. That's not always easy to find in one bike."

Myron reconstructed an FXR Custom into a low, comfortable, and quick machine he could gallop around town with. The ace wrench and bodybuilder owns *Easyriders* of Scottsdale, Arizona, and two nearby World's Gyms. Style and muscle have been built into his machines for the past 20 years. →





"Good burnouts. That's just one thing I like about this machine," says Myron. Once, the front wheel popped so far up I thought I was going to fly over backwards. I can really have fun with this one."

In the last few years, Myron's bikes have won best in show at major Phoenix exhibitions. "I won the World of Wheels a couple of times, and the American Motorcycle Expo the last two years running. But this FXR has been my favorite since I built it three years ago."

Most afternoons, Myron sends his hot rod into the torturous Arizona heat. "I put about 200 miles a week on this machine just riding around Phoenix. That's not a lot, but riding through Phoenix is like riding through an oven. Sometimes I come out feeling like baked bread, but the bike has held up very well. It has been extremely reliable."

Now Myron is donating his prize bike to charity. "The Juvenile Diabetes Foundation does very good work," Myron explains "and I wanted to give something back."

Myron handed over the $28,000 machine to *Easyriders* magazine, where it joined five other cruisers made by Harley-Davidson, Drag Specialties, White Brothers, Custom Chrome, and Paughco, in a raffle to benefit the JDF. The bikes are being exhibited at each *Easyriders* show. The winner, who will be selected during the *Easyriders* Grand Nationals in Santa Rosa, California, October 11, 12 and 13, chooses the bike he wants to ride home on.

"I think I have a good shot at being picked," says Myron. "This bike has been great to me, and it will be great to someone else. I'll miss it, but in the exchange, some good is done."

—*Chaco*

Owner: ....Myron Larrabee
City: ....Scottsdale, Arizona

General

Fabrication:.........*Easyriders* of Scottsdale
Year and make: ......1991 H-D Low Rider
Model:................................FXR Custom
Value: $28,000
Assembly: ....Brownie, *ER* of Scottsdale
Chroming:....Royal Plating (Tucson, Ariz.)

Engine

Year and model:........................1991 Evo
Rebuilder: ....*Easyriders* of Scottsdale
Ignition: ....Dyna dual-fire
Displacement: ....80 cubic inches
Pistons:...factory
Cases:...stock
Heads: ...milled and flowed by *Easyriders*
Cam:........................Fireball 326 (490 lift)
Carb(s):.....................S&S Super Shorty E
Pipes: ....Thunder Header
Modifications:Rivera lifters, S&S air cleaner, Pro One ball-milled billet teardrop cover

Transmission

Modifications: ....Badlanders shifting lever, custom billet wheel sprocket, Pro-One cover

Painting

Molding: ....by Miguel (Scottsdale)
Painter:..Miguel
Color/type: ..red, silver, gray/House of Kolor
Special paint: ....orange pinstriping

Frame

Year:...1991
Builder:...H-D
Modifications: ....chromed swingarm, Ness rear shocks (lowered two inches)

Accessories

Bars: ....H-D
Fenders:....Ness front; modified FXR rear
Headlight:..............................Headwinds
Taillight: ....Ness
Pegs: ....Pro One
Gas tank: ....stock
Oil tank:..H-D
Seat: ....Ness
Mirrors: ....Ness
Grips:......................Ness twisted chrome

Forks

Type: ....Ness
Modifications:..................billet fork tubes, chromed lower legs, Ness triple trees

Wheels

Front

Type: ....Boyd's Outlaw (chromed)
Size:...21-inch
Tire:..................................Metzeler 80/90
Brake: ....RevTech with Italian floating rotors and steel braided lines

Rear

Type: ....Boyd's Outlaw (chromed)
Size:...16-inch
Tire: ....Metzeler 140
Brake: ....RevTech with Italian floating rotors and steel braided lines

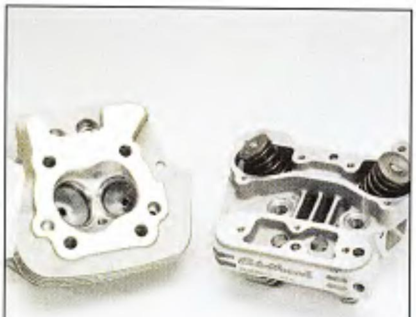
Photos: ....Michael Lichter

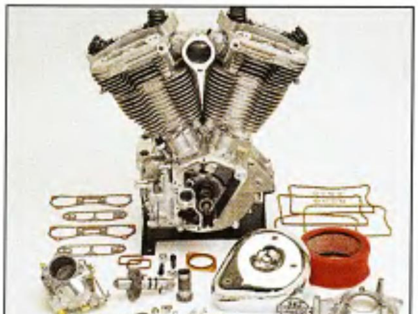
PARTS BOX

Aeromach Mirrors
Yeah, it's another billet mirror. But in this case there is a difference. Aeromach makes a handful of designs, and they will mix and match any of their designs to meet your needs. They are built to be easily adjusted with accessible tightening screws and contain their own revolutionary anti-vibration feature. So check 'em out before you make your final mirror decisions. Remember, a broken mirror is worth seven years of bad luck. For a quick response call Aeromach at (800) 990-9392.

5-Speed Bearings
JIMS is now distributing 5-speed transmission bearings, along with various 4- and 5-speed trans parts. The gang at the shop has also designed and fabricated special tools to do a complete tranny rebuild. Unfortunately, JIMS doesn't sell retail, so you need to work through your local shop. Shops can call (800) 482-6913 for catalogs and info. But I don't know of one self-respecting biker who can't get a JIMS part if he needs one—by hook or crook. Make sure you tell 'em Snake sent ya.

Upholstered Saddlebags
If you're looking for something new and different for your bike while adding some traveling capacity, look into these. They are topnotch, upholstered and lined saddlebags built for all of our big bikes. They're durable and come with mounting hardware. To check 'em out, get yourself the Drag Specialties Catalog and go Christmas shopping for your road-ready self. Get a catalog at your local Drag dealer or write Drag Specialties, Dept. ER, P.O. Box 9336, Minneapolis, MN 55440.





Billet Headlight
This comes from a couple of hardworking bros: Domenic at Win and Joel at Headwinds. Domenic is now distributing Joel's fine headlights. These top-quality, American-made assemblies are created by slightly recessing the lamp position to achieve a hooded appearance. The lamp is held in position with a threaded ring. There are no exposed rivets or bolts. They're chromed and available in 5¾- or 7-inch sizes. For info and the Win Products catalog call (800) 531-1000.

Edelbrock Performance Heads
One of the bros on the staff just did the Edelbrock number to his more-than-ugly FXRT—it runs real sweet now. According to Edelbrock, these are the ultimate heads for 6000+ rpm power in 80-inch and larger engines. They are completely CNC-ported in most areas and come with high-grade stainless-steel, swirl-polished valves, titanium retainers, 7-degree locks, valve springs, seals, and a 3-angle valve job. They accept up to a .650-inch max valve lift. Call Edelbrock at (310) 782-2900.

S&S Super Stock Long Blocks
Chrome Specialties is now carrying S&S Super Stock Long Blocks, which offer a superior engine alternative for riders, racers, and custom builders seeking solutions for their engine needs. These are the finest engines on the market and they perform big time. Available in 96- or 79-inch displacement, they'll fit any stock or aftermarket Big Twin chassis. A special 79-inch version is also available that will fit in '70-'84 Shovel frames. Call Chrome Specialties at (800) 299-6256.

The times they are a'changing.
Easyriders creates the 16-month party year with its 1997 swimsuit calendar. (starts September 1996). You'll never forget an important date, meeting, anniversary, or court appearance with Easyriders new collection of eye-popping bikes and babes.
Enjoy photographs stretching 7¾ in. x 10½ in. for a really up-close-and-personal look. See every nut and bolt, every fingernail and b... (you get the picture) in hot flaming color!
But time flies. Hurry in your order before all the calendars fly out the door!
On sale at your local newsstand September 5.
For credit card orders call (800) 247-6246, or mail to: Paisano Products P.O. Box 1025 Agoura Hills CA 91376-1025. Send $4.99 (USA add $3 for postage and handling. Foreign orders must send an international money order in U.S. funds only plus $5 per item for postage and handling). CA residents add 8.25% sales tax.
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16 DYNAMITE MONTHS STARTING SEPTEMBER 1996
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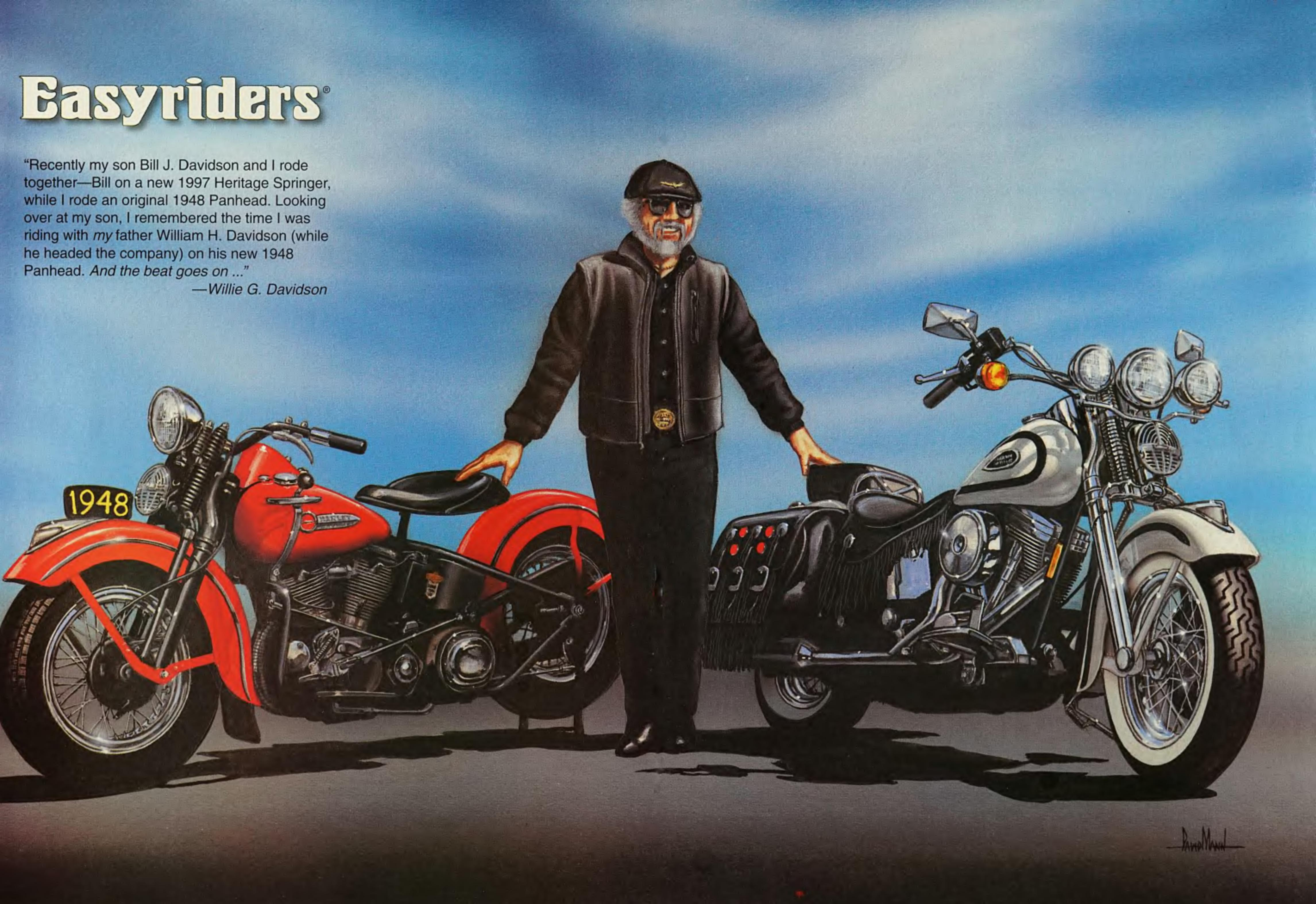
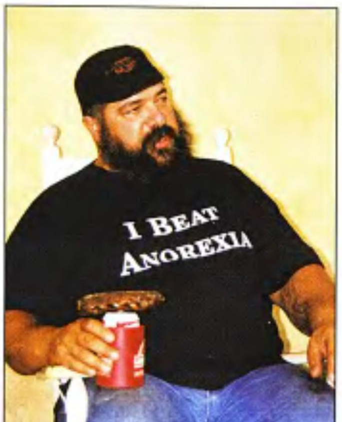

Easyriders®
"Recently my son Bill J. Davidson and I rode together—Bill on a new 1997 Heritage Springer, while I rode an original 1948 Panhead. Looking over at my son, I remembered the time I was riding with *my* father William H. Davidson (while he headed the company) on his new 1948 Panhead. *And the beat goes on ...*"
—*Willie G. Davidson*
1948

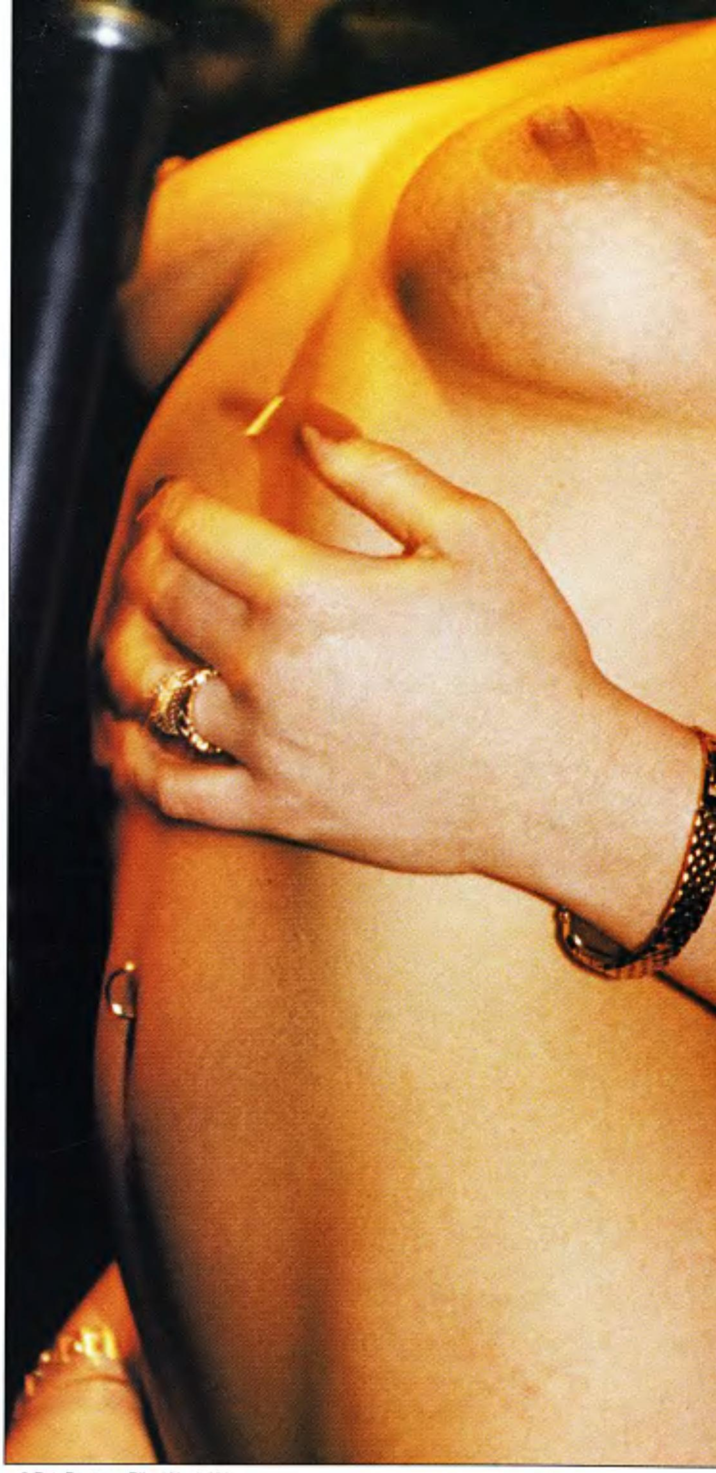
—Fast Eddie, Laughlin, Nev.

—Rocky Brooks, Gardena, Calif.



—Tammy Beck, "Big Rick," Ocala, Fla.

—Kerry Dodds, Daytona Bike Week '96

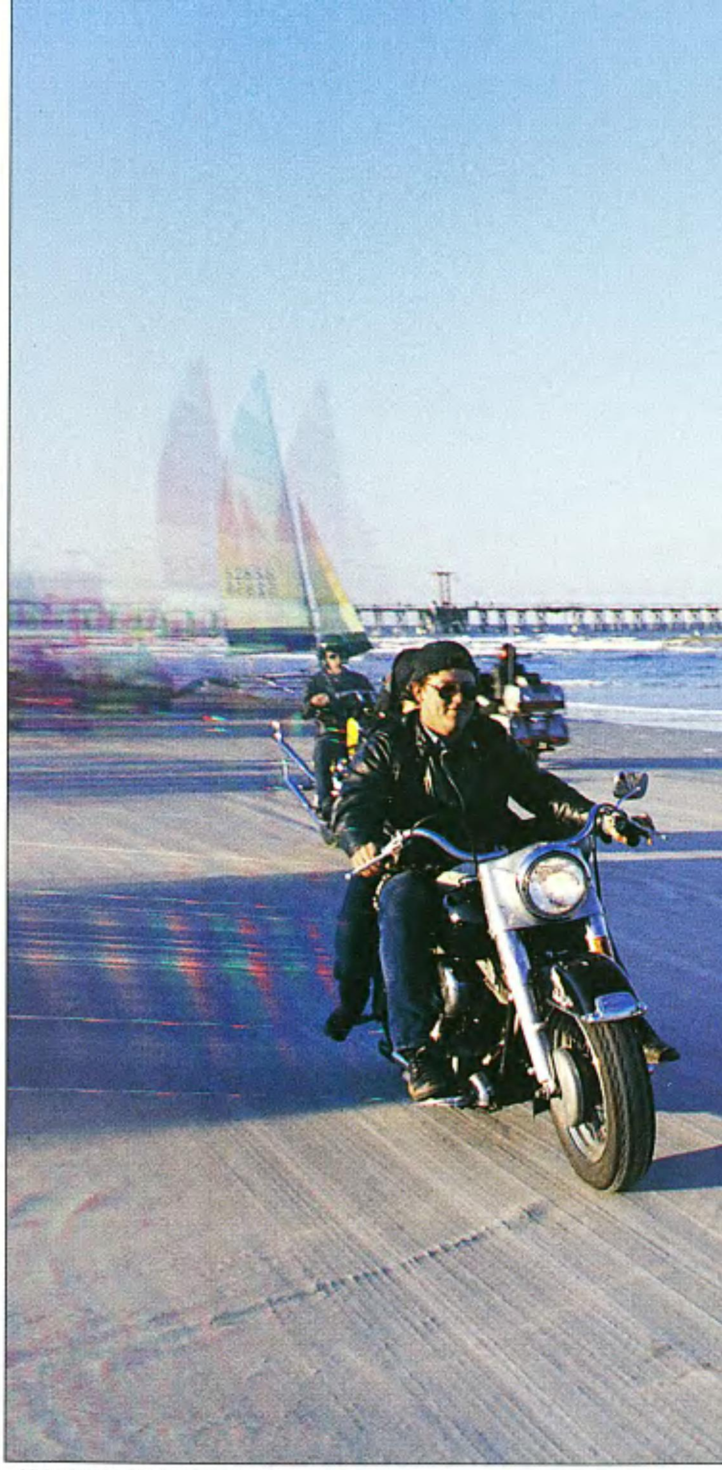


—2 Fat, Daytona Bike Week '96

—Shade Tree, Daytona Bike Week '96

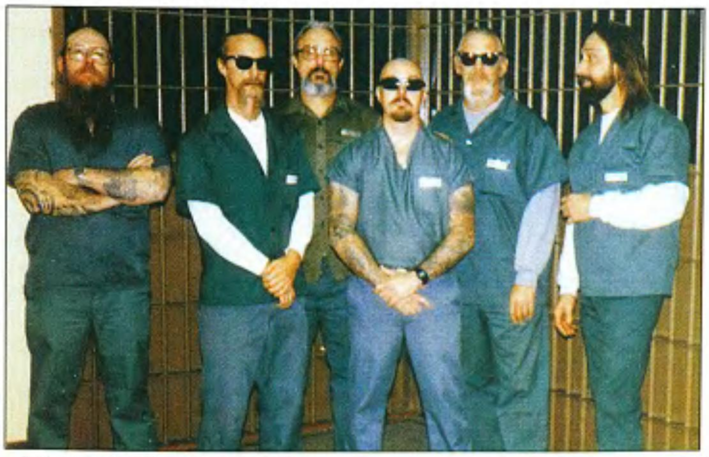
—Kat Moreland, Waynesburg, Ohio

—Reimer, Plain Jane's, Jackson, N.J.



—Michael Lichter, Daytona Beach, Fla.

—Alexandra and Andelko Subic-Anz, Boskovic, Croatia



—Rudy, Territorial Prison, Canon City, Colo.

—Michael James, Montrose, Colo.

—Big Daddy Taylor, Monroe, Wis.

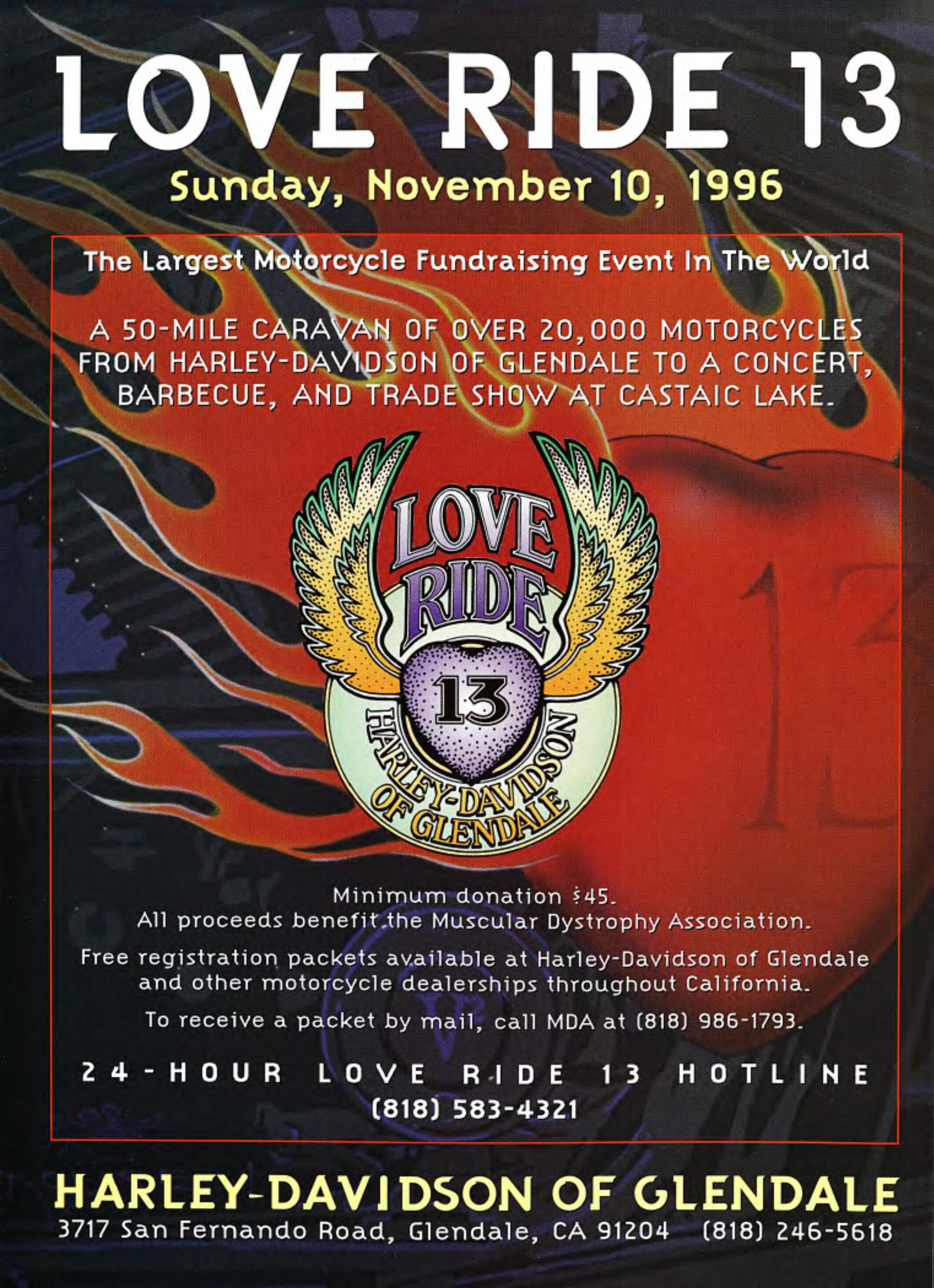
—Ray Owens, Welcome, N.C.

—Springer, Jackson Hole, Wyo.

—Alexandra Kreslin, Cortez, Colo.

—John Allen, Cable, Wis.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.



LOVE RIDE 13
Sunday, November 10, 1996
The Largest Motorcycle Fundraising Event In The World
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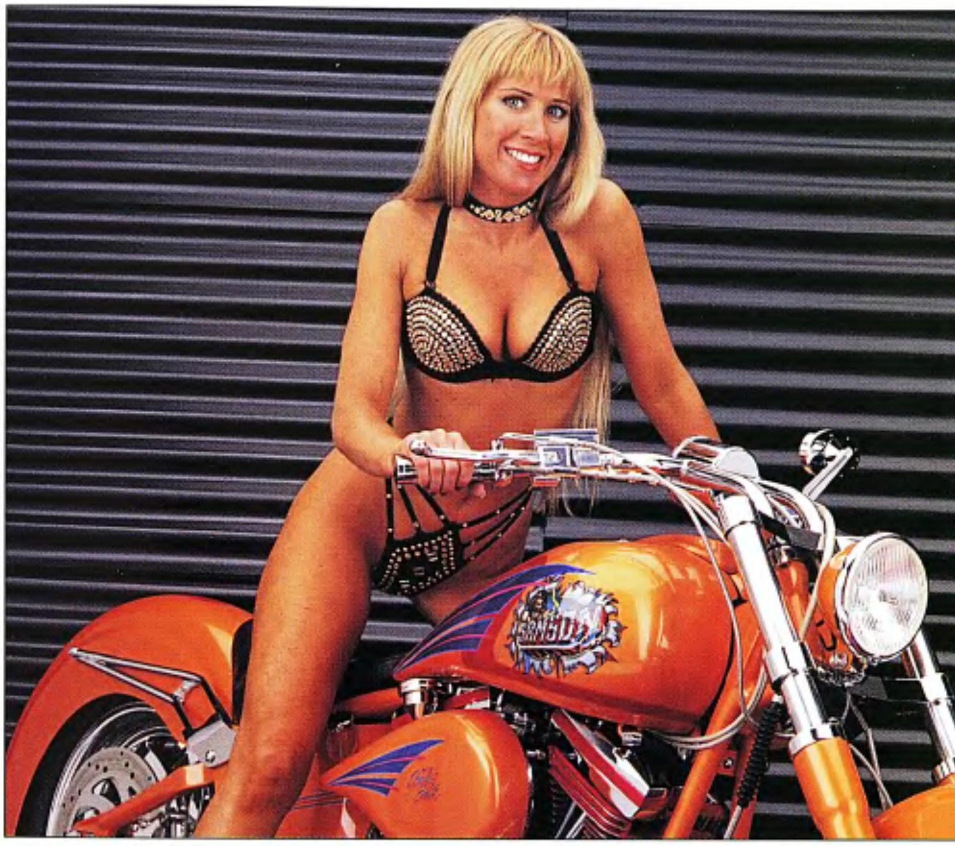
3717 San Fernando Road, Glendale, CA 91204 (818) 246-5618

FOX HUNT

JUNE WINNER

The July Fourth Weekend began in the dawn's early light when pleasing Peggy from Brockton, Massachusetts, landed in L.A. It was five a.m. when she finally made it into her hotel room, but after a quick catnap, she was ready to tear up the town. Peggy made short work of the Rainbow Room, among other late-night clubs along the Sunset Strip. Fitness is her passion; she is an aerobics instructor, personal trainer, and model. She loves dancing, beaching, and traveling, especially in the Caribbean. Peggy lives in the Boston area, but grew up in Southern Cal. Her love for motorcycles began early. Her brother raced dirt track, and she was often a flag girl and trophy girl at the events. Peggy says: "I'd like to thank Andy and Mark for the use of their 'hot-lookin' Harleys " for photo shoots, and a special thanks to my photographer Gary Goodman. I also want to thank everyone who voted for me in the Fox Hunt. Without their votes I wouldn't be featured in the magazine." Yeah, yeah. The readers know it all. See the ballot results on page 92 with Peggy on Kenny Price's Samson Evo.

—*Loudmouth*



When I took that first ride on a thunderin' Harley-Davidson it was the high of my life. Now I'm hooked.
Amy, Florida—#1101

I knew from the moment I rode on the back of my first Harley that someday I would have my own. When that day comes my man will be on the back.
Jodi, Maine—#1102

My first ride on a Harley is one I will never forget. But it was too good to tell you about.
Susan, Ohio—#1103

It was the spring of '91 when the wind first blew through my hair. The vibration of the bike and the freedom of the road created pure ecstasy.
Betty, Pennsylvania—#1104

My first ride on a Harley-Davidson led to many more. Like good sex, once you've had it, you can't quit.
Gloria, New York—#1105

My first putt on a Harley was fantastic. It was a hard ride that I won't ever forget!
Nikki, Iowa—#1106

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #281 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the July 1996 winner in our monthly Fox Hunt, Jenn, #706, from Plantation, Florida. See more of her next issue.

For this issue, you can begin sending in your votes beginning October 1, 1996.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties is October 31, 1996. We'll print the winner in the March 1997 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

281

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
I am ____ years of age, born ____________________
I will pose Topless ________ Full Nude ________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote. These girls are depending on you.

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

"Grifters" Rage of our Times. Molded Fibertech Tear Drop Saddlebags that Set a New High Standard in Innovative Design. Bolts onto Soft Tails '84-'96. Comes in Primer Ready for a Good Painter. #ST-BAG

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Easyriders new antiqued cowhide Touring Jacket has the classic look leather learns after 20 years on the road. Zippered vents and adjustable lace up sides tailor it to your liking while a removable quilt lining turns this into an all-season jacket for all the right reasons. You get added protection in all the right places too… extra elbow padding and built-in kidney support.

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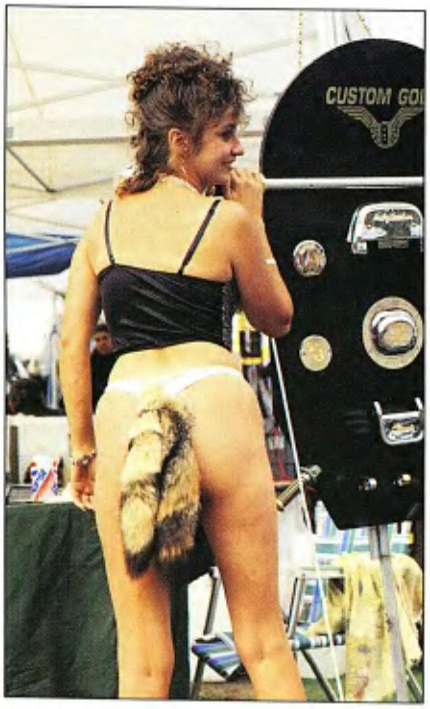
Sturgis • Springfield, MO • Ontario, Canada

MYRTLE BEACH

DEEP IN THE HEART OF DIXIE

MADNESS



What's older than the Black Hills Rally and Races? What's been an annual tradition longer than Daytona Bike Week? What is, in fact, the gray-bearded granddaddy of all events that kicks off deep in the heart of Dixie?

Why, it's the Carolina Harley-Davidson Dealers Association's Annual Spring Rally, held every May in Myrtle Beach, South Carolina.

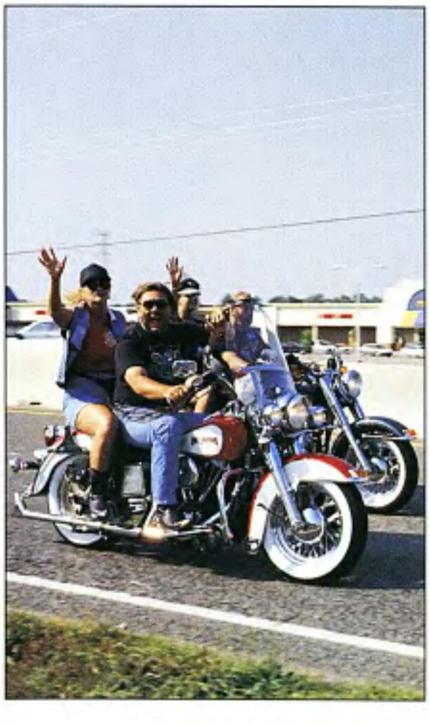
They don't promote it nationwide, and they don't flog it from coast to coast over the airwaves, but for 57 years the Carolina H-D Dealers Association has been dishing up a seven-day dose of down-home Dixie hospitality for a few of their closest friends—80,000 of whom showed up to party from the 13th to the 19th.

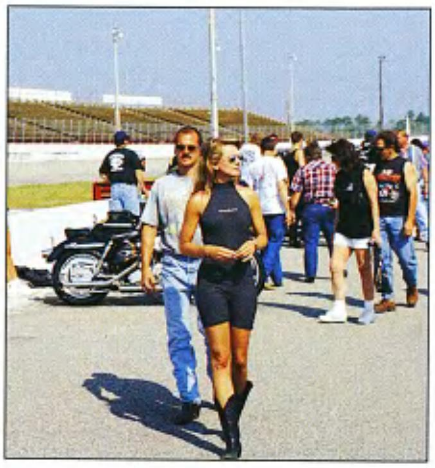
Interestingly, this Southern shindig is organized as a non-profit event. "We do it as a way of giving something back to our customers," explains Billy Abbott, owner of Coastal H-D and a Dealer Association member. Most of the planned events—the parade, the races out at the Myrtle Beach Speedway, the bike show—take place from Thursday to Saturday. But the real draw for bikers is the area itself.

Myrtle Beach is at the midpoint of a length of coast known as the Grand Strand—160 miles of picturesque fishing villages and resort towns. Crystalline waves break onto some of the widest and cleanest beaches in the world. These are the same beaches that just a few hundred years ago crunched under the boots of Captain Kidd and Blackbeard as they raided ashore searching for booty.

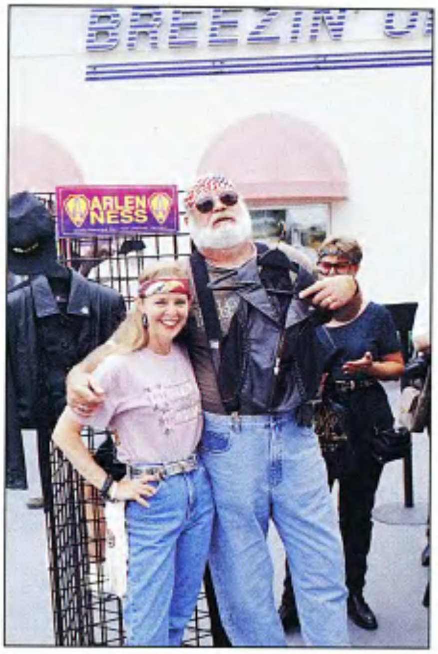
Things are a little quieter now, except for that one week in May when the modern freebooters invade.

With all that water, one of the obvious draws is the huge variety of fresh seafood. Check out the special Southern style of cooking called Calabash. Of course, if you're a do-it-yourselfer, you can charter a boat and ply the Atlantic, angling for everything from tuna to →





Photos: Bill Ellis



billfish. Or slip on some fins and a face mask and explore a Civil War gunboat resting peacefully under the waves.

Another Southern legacy is the various rice and indigo plantations within easy putting distance. You'll find the world's finest outdoor collection of American figurative sculpture at Brookgreen Gardens. Then there's the Waccatee Zoo, the 17,500-acre Hobcaw Barony Wildlife Refuge, and the beautiful state parks.

If wanderlust strikes, historic Wilmington, North Carolina, is 70 miles north, while beautiful Charleston, South Carolina, is a couple hours south. Check out the old slave market where time-worn ships' manifests list the sad prices paid for human cargo.

Worried about where to stay? Get this, there are approximately 10,000 campgrounds scattered along the Grand Strand. Motels and hotels are plentiful. Or go in with two or three other families and rent a condo or beach house. Just understand that reservations disappear fast.

So what's in store for next May's massive Rally? Well, ol' Billy Abbott is keeping a tight lid on the plans. All he'll say for sure is "bigger, better, and more exciting." C'mon, Billy, that's not fair—not unless you can convince my boss to give me two weeks off.

—Southern Connection

Edelbrock

POWER

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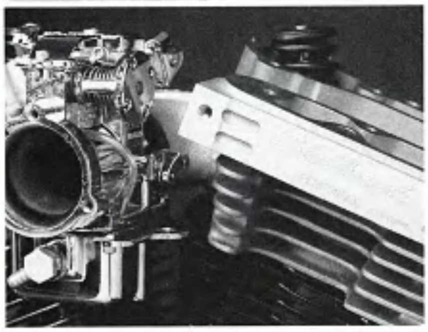
Edelbrock cylinder heads, QwikSilver II carburetors, Edelbrock/JE pistons and dyno-matched camshafts... proven performance for Evo Big Twins



"The Edelbrock 'package' works...that's why I use their heads and QwikSilver carbs on my own bikes."
Arlen Ness

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Edelbrock
QwikSilver
CARBURETORS

RED LABEL REBUILD

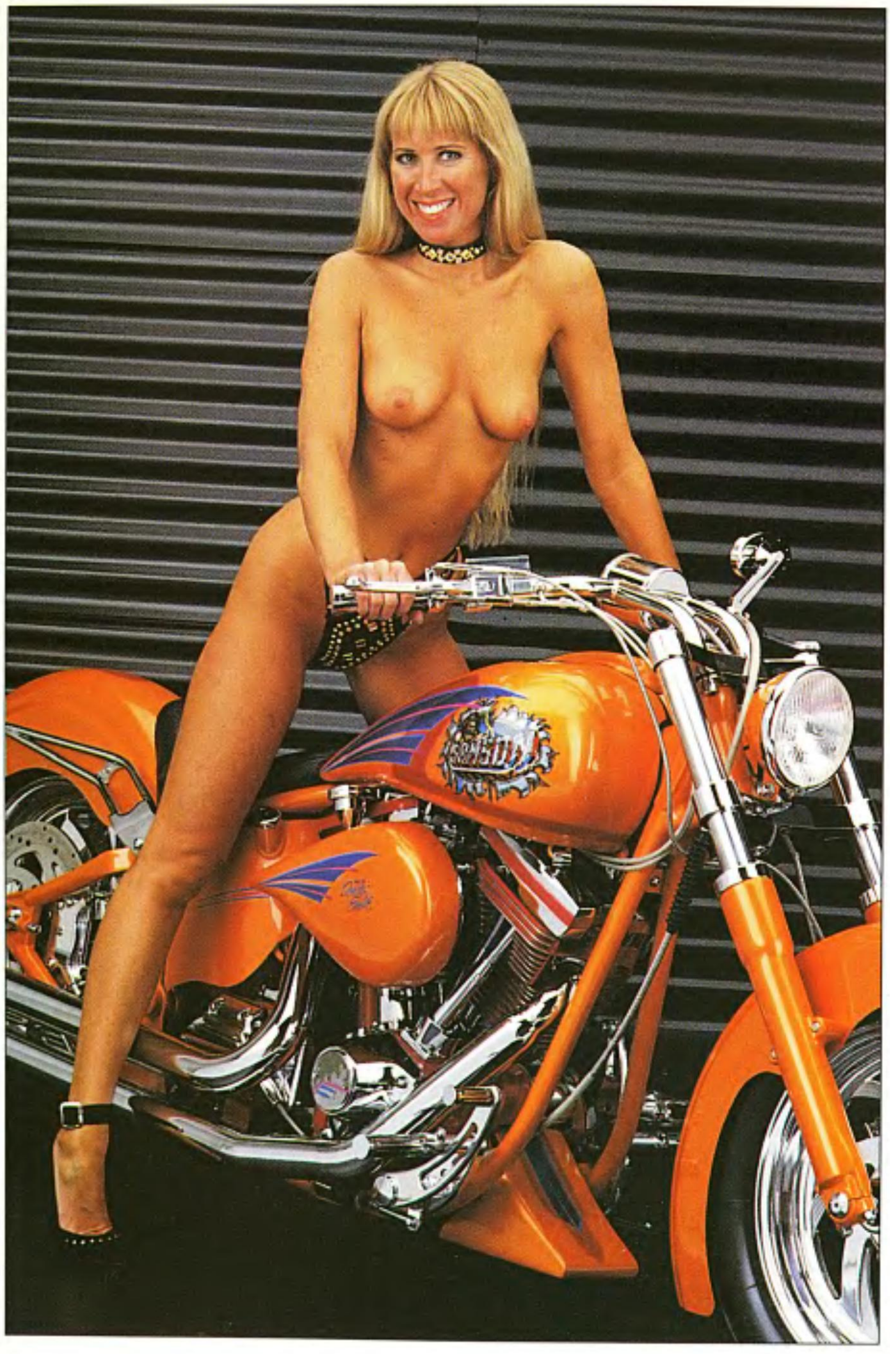
HE POSITIVELY NEEDED IT OVERNIGHT

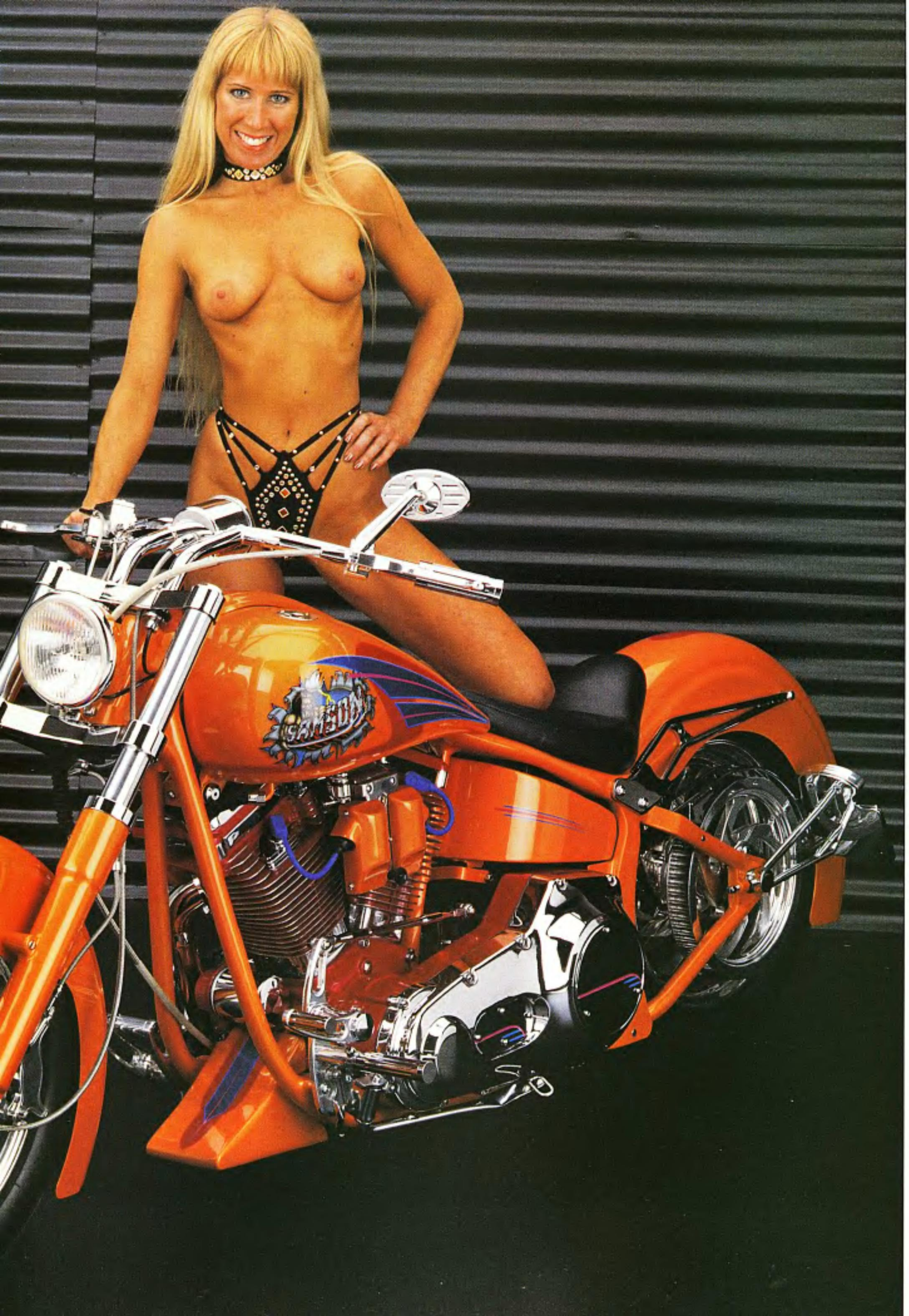
Ol' Ben Franklin once said, "What takes time, Time respects." Usually this is the case; after all, it's either do it right, or do it over. So what would you think if I told you that the fine ride you see here, one of the latest creations of Donnie Smith, was done in only five weeks? Now, Donnie is a believer in taking his time, so you can imagine his surprise when Kenny Price, owner of Samson Motorcycle Products called him up last December needing a makeover on the Fat Boy by Cincinnati's '96 Trade Show.

The fact that Kenny and Donnie had been discussing the idea of a →

showpiece for the Samson product line probably softened the blow when it came down to the tight deadline. After some persuading, the bike was on its way to Donnie's shop where the whirlwind makeover began. Once the mission was underway, word got out and suddenly all of the necessary resources started coming together. Both people and companies alike lent their respective hands toward the effort, and the insane five-week deadline was met. Amazing.

Although the motorcycle was built to be the centerpiece of the Samson booth at the 1996 Cincinnati Trade Show, the first crowds the bike drew were in Laughlin, Nevada, at the River Run, where Donnie delivered the scooter to its anxious owner. When it came time for Cincy, Kenny says he's sure there were more people with cameras shooting pics of his bike than any other ride there. Not too hard to believe, because the bright tangelo paint scheme is hard to miss. Since Kenny's only requirement for the bike was to have the Samson logo prominently placed on the tanks, he got his wishes and then some. Now there's a show-stopping centerpiece for the Samson line sporting their latest 2¼-inch Big Guns exhaust system, and a new →

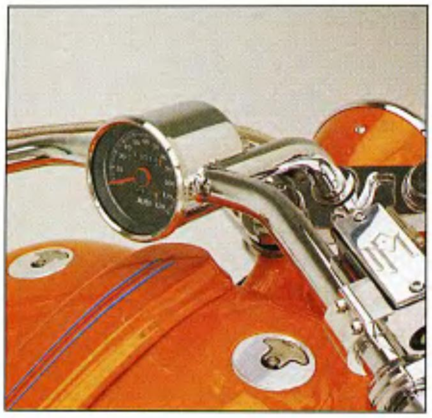


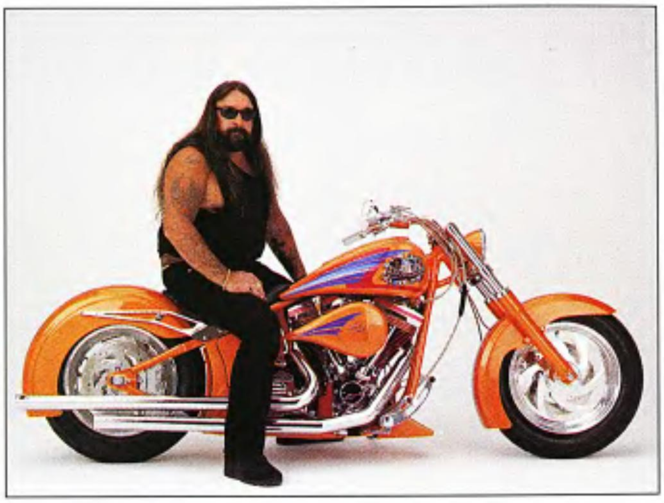

SAMSON

world record for Donnie Smith and company for the fastest customizing job to date.

With a smooth combination of off-the-shelf items and one-off custom pieces, this bike probably wouldn't look any better if Donnie had been given more time. Kenny is quick to point out that Donnie came through in a pinch, and he's forever grateful for it. But if any of you out there have any smart ideas about pushing your last-minute winter projects on Donnie, you best give him more than five weeks—more like five months.

—Wordman





Owner: Kenny Price
City: Anaheim, California

General

Fabrication: Donnie Smith, Rob Roehl
Year and make: 1996 H-D
Model: Fat Boy
Value: not for sale
Assembly: Donnie Smith, John Frey
Chroming: Pat Obinger

Engine

Year and model: 1996 Evo
Rebuilder: Jerry Sherer
Ignition: Dyna
Displacement: 80 cubic inches
Pistons: H-D
Cases: H-D
Heads: H-D, Jerry Sherer
Cam: Andrews EV-46
Carb(s): Mikuni HSR-42
Pipes: Samson 2 ¼-inch Big Guns
Modifications: Sifton lifters and pushrods; Sumax air cleaner, Bad Bones intake

Transmission

Year: 1996
Modifications: Doug Fisher balancer

Paint

Molding: Greg Smith, Rob Roehl
Painter: Jerry Sherer
Color/type: tangelo/House of Kolor
Special paint: Craig Smith

Frame

Year: 1996
Type: Softail
Modifications: 38-degree rake, Progressive Suspension shocks, Donnie Smith rear fender struts and air dam

Accessories

Bars: Donnie Smith
Fenders: Jesse James
Headlight: Chrome Specialties
Taillight: Arlen Ness
Dash: Donnie Smith
Speedo: Drag Specialties
Pegs: Ness
Gas tank: H-D, Rob Roehl
Seat: Keith Nybo
Mirrors: Pro-One
Grips: Arlen Ness

Forks

Builder: Chrome Specialties
Modifications: 2 inches under, Perewitz fork boots

Wheels

Front

Type: Perewitz by Boyd
Size: 16-inch
Tire: Avon
Brake: Chrome Specialties

Rear

Type: Perewitz by Boyd
Size: 16-inch
Tire: Avon
Brake: Chrome Specialties

Photos: John Wycoff

STRANGE SEX LAWS

This is a weird fuckin' job. Bandit likes puttin' off-the-wall shit in the magazine and that's how Stranger Than Real was born. But the real interesting story is how we find the borderline useless trivia and farout facts that make this column ... well, strange.

First, imagine a cluttered office that's half a garage, with bike parts strewn everywhere, boxes of pizza with one curled-up slice left inside, and the smell of Harley oil mixin' with the high-tech aroma of sizzlin' computer wiring. Yep, my office looks like a cross between somethin' you'd find in the *X-Files* and the back pages of *Biker* magazine. Harley manuals sit right next to the books on Bigfoot and UFOs. So Bandit figures, "Who better to dredge up weird shit than ol' Phantom," and naturally, he's right.

To bring you bubblin' crap that is truly "Stranger Than Real," we leave no stone unturned, and our probing for the bizarre often takes us to the fringe areas of reality in a never-ending quest to push the envelope past the sticky part. Some of the stuff we find is TSS (Top Secret Shit), and you know the drill, "If I tell ya, I'd have to kill ya."

This month I've uncovered a mass of mystifyin' marvels. The following are actual *sex laws*, many of which are still on the books around this great land. Believe it or not, these obscure laws are *real!* Yes, these laws, as strange as they may seem, are real and were devised and enacted by loyal Americans as keep us safe from ourselves. Go figure. With that in mind, we bring you ... *STRANGE SEX LAWS!*

In Oblong, Illinois, it's punishable by law to make love while hunting or fishing on your wedding day.

No man is allowed to make love to his wife with the smell of garlic, onions, or sardines on his breath in Alexandria, Minnesota. If his wife so requests, law mandates that he must brush his teeth.

Warn your hubby that after lovemaking in Ames, Iowa, he isn't allowed to take more than three gulps of beer while lying in bed with you—or holding you in his arms.

Bozeman, Montana, has a law that bans all sexual activity between members of the opposite sex in the front yard of a home after sundown—if they're nude. (Apparently, if you wear socks, you're safe from the law.)

In hotels in Sioux Falls, South Dakota, every room is required to have twin beds. And the beds must always be a minimum of two feet apart when a couple rents a room for only one night. And it's illegal to make love on the floor between the beds.

The owner of every hotel in Hastings, Nebraska, is required to provide each guest with a clean and pressed nightshirt. No couple, even if they are married, may sleep together in the nude. Nor may they have sex unless they are wearing one of these clean, white cotton nightshirts.

An ordinance in Newcastle, Wyoming, specifically bans couples from having sex while standing inside a store's walk-in meat freezer!

A state law in Illinois mandates that all bachelors should be called master, not mister, when addressed by their female counterparts.

In Norfolk, Virginia, a woman can't go out without wearing a corset. (There was a civil-service job—for men only—called corset inspector.)

However, in Merryville, Missouri, women are prohibited from wearing corsets because "the privilege of admiring the curvaceous, unencumbered body of a young woman should not be denied to the normal, red-blooded American male." (Must be a lot of bikers there.)

It's safe to make love while parked in Coeur d'Alene, Idaho. Police officers aren't

allowed to walk up and knock on the window. Any suspicious officer who thinks that sex is taking place must drive up from behind, honk his horn three times and wait approximately two minutes before getting out of his car to investigate.

Another law in Helena, Montana, mandates that a woman can't dance on a table in a saloon or bar unless she has on at least three pounds, two ounces of clothing. (Good thing it ain't in Sturgis.)

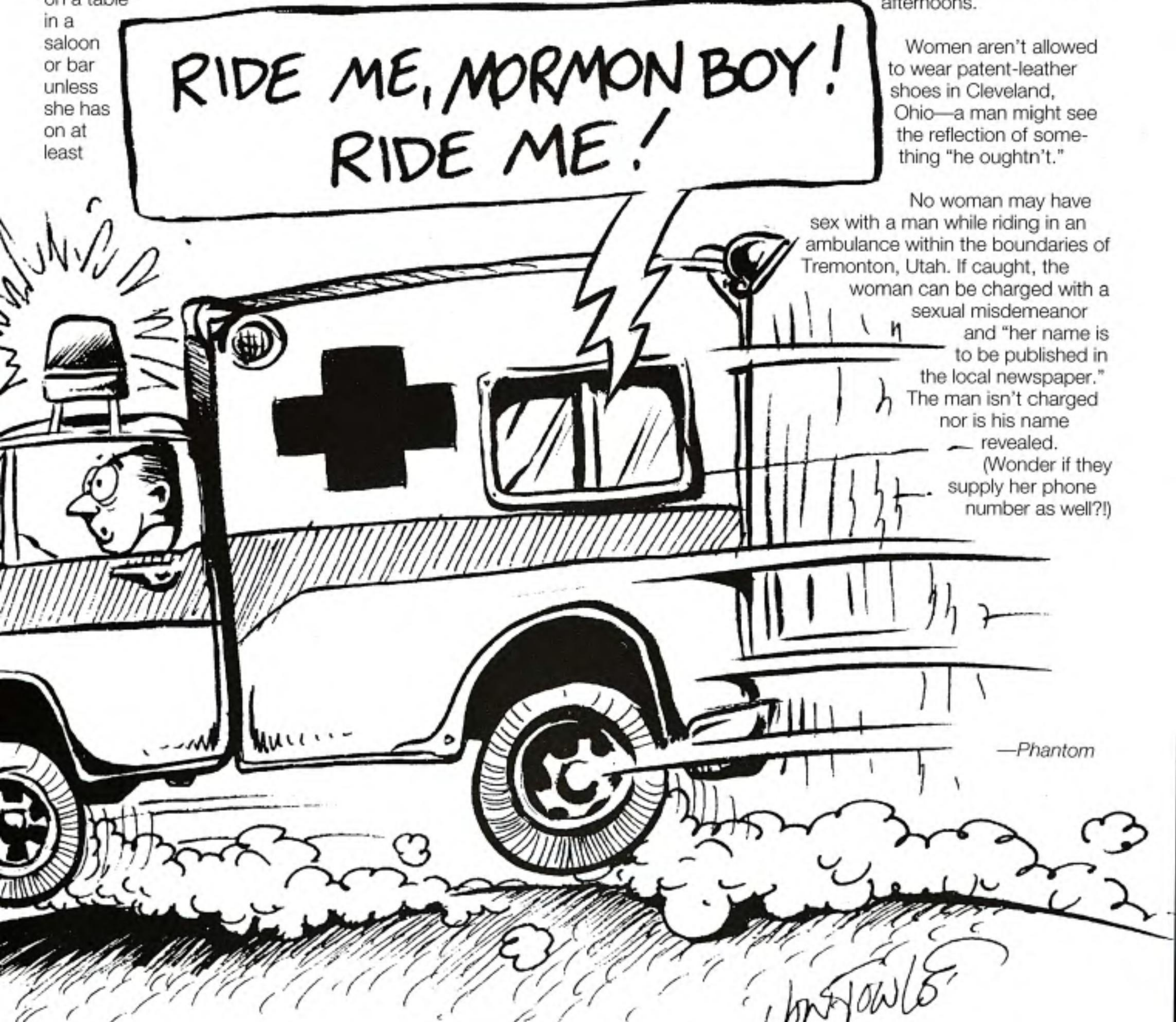
Lovers in Liberty Corner, New Jersey, should avoid satisfying their lustful urges in a parked car. If the horn accidentally sounds while they are frolicking behind the wheel, the couple can face a jail term.

In Carlsbad, New Mexico, it's legal for couples to have sex in a parked vehicle during their lunch break from work, as long as the car or van has drawn curtains to stop strangers from peeking in.

A Florida sex law: If you're a single, divorced, or widowed woman, you can't parachute on Sunday afternoons.

Women aren't allowed to wear patent-leather shoes in Cleveland, Ohio—a man might see the reflection of something "he oughtn't."

No woman may have sex with a man while riding in an ambulance within the boundaries of Tremonton, Utah. If caught, the woman can be charged with a sexual misdemeanor and "her name is to be published in the local newspaper." The man isn't charged nor is his name revealed. (Wonder if they supply her phone number as well?!)



—*Phantom*

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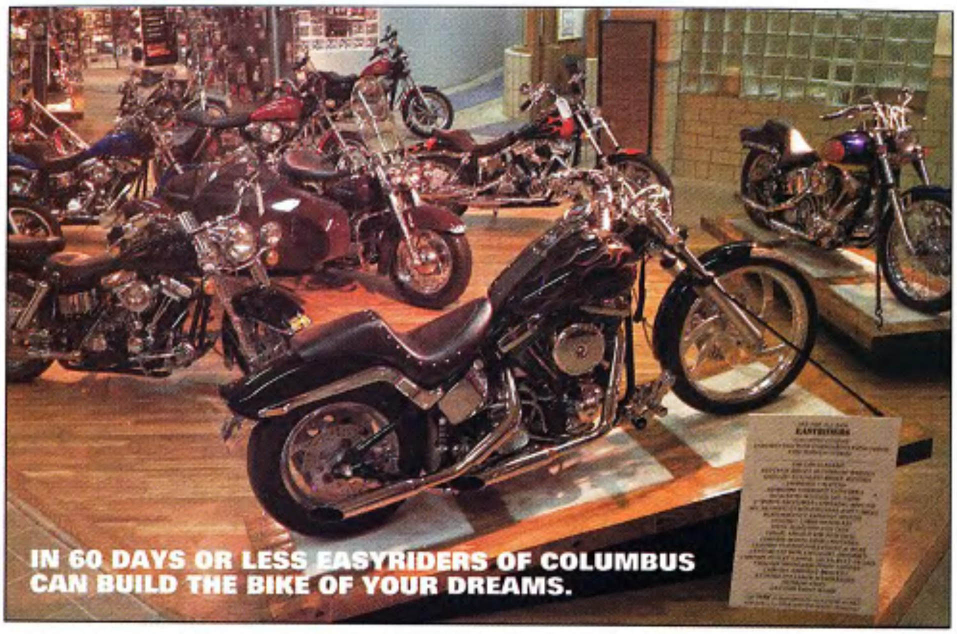

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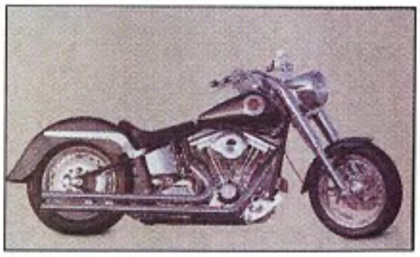
1996 TITAN
Stock #: TS02 Avail. in July **Model;** Sidewinder **Engine:** S&S 96-inch/108 H.P. **Features:** Classic chopper styling, Chrome Dual Disk Fork Sliders, Spoked wheels & more



1996 TITAN
Stock #: TR01 Avail. in July **Model:** Roadrunner **Engine:** 96-inch S&S/108 H.P. **Features:** Chrome Fork Fins, Chrome Lower legs, and more

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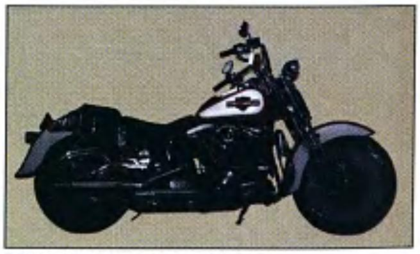
1996 TITAN
Stock #: TG02 **Model:** Gecko **Mileage:** 248 (break in) **Color:** Marbleized purple **Options:** Chrome inverted front end, much more



1992 HARLEY-DAVIDSON
Stock # UM129 FXSTC **Engine:** 80 ci **Mods:** Crash bars, tool box and fenders **Color:** Orange and white

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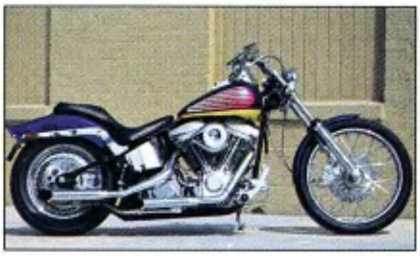
1996 COLUMBUS CUSTOM
Stock #: NM011 **Engine:** 80 cu. **HP:** 75
Color: Pearlescent orange

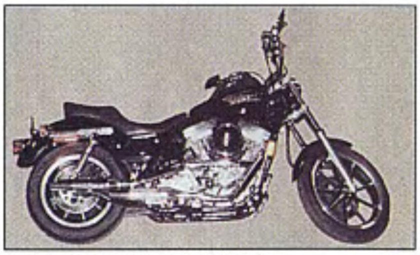


1996 COLUMBUS CUSTOM
Stock#: NM3 **Cu. In.:** 96 **HP:** 103 at rear wheel
Color: Purple **Mods:** Many plus 2-inch lowering kit (several avail.)

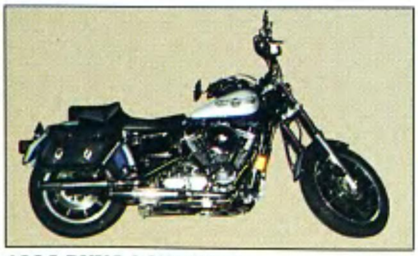
1996 BIG DOG
Stock #: BV03 **Model:** Vintage **Engine:** 80ci/1340cc
HP: 75 **Color:** Green and cream
Features: Swingarm frame. Rubber mount engine

1996 BIG DOG
Stock #: BV02 **Model:** Vintage **Engine**: 80 cu. in./75 H.P. **Color:** Black **Mods:** Authentic Nostalgic look; rubber mounted engine (2 avail.)

COLUMBUS CUSTOM
Stock #: NM011 **Engine:** 80ci/1340cc
Color: Orange **Extras:** Cam, Kuryakyn Carb Kit



1994 HARLEY-DAVIDSON
Stock #: UM121 **Model:** FXR **Cu. In.:** 80
Color: Black **Mileage:** 6,228 miles **Features:** Stock.



1994 DYNA LOWRIDER
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Stock # UM122 **Color:** Black **Mileage:** 17384 miles **Features**: Springer front end, lots of extras.

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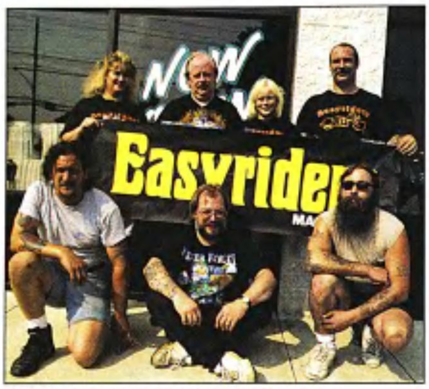
RIP'S RUN

Get on it, Bobby.



Capitol *Easyriders* franchise store crew.

At the Capitol *Easyriders* 25th Anniversary party.

At Nick's Place, Williamstown, New Jersey.

RIP HITS THE RIGHT COAST

Rebound

Getting down with the sound at the Saracens MC party in Oxford Maine.

Greetings again. While back in Daytona for Bike Week this year, I met Scott Grant, president of the Saracens MC, at the Iron Horse Saloon. Scott had lived in Arizona for a while and knows some pals of mine there. While we were talking he told me he was now living in Maine. I told him I planned on going to Laconia, N.H., for the party. Scott informed me that his club was having a rodeo and swap meet the weekend before Laconia. He said the Saracens are the biggest club in Maine, membership-wise, and also that he knew I had friends up that way. Scott said his club was gonna give away a new Fat Boy and how would I like to make someone very happy by drawing his/her name out of a hat? I told him I would be honored.

In issue #279 (September) of Rip's Run I wrote that I'd be covering the AHDRA Spring Nationals in Greensboro, North Carolina.

Anyway, Bob Spina came out as Top Fuel champ in this 1/8-mile National. Bob is one fast *hombre*. He was ECRA's perennial champion, and once again in Greensboro, he showed the mettle of his character. In this game the competition gives you nothing—you have to earn it, one step at a time. Bobby has proven he's more than up to the task. By the way, Bob, thanks for the dinner. The fellows in AHDRA have established a tradition that the winner of T/F buys the losers dinner. I didn't race but being a scribe does have a certain amount of perks.

The ride north from Greensboro was warm and pleasant. I left Dane Miller and Kevin Campbell's shop at noon. Their shop is called Auto-Cycle Specialist and is in Burlington, N.C., near Elon College. Both are suburbs of Greensboro. →

Dane's the head honcho of AHDRA. Kevin helps in the shop and is also a fine drag racer in his own right. While Sugar Pai was at their shop they pulled off the oil pump and inspected it and reseated the check ball. I'd been having a problem with it leaking oil out of the crankcase breather hose. He found some hard crud under the ball. Ya know, the oil bag should be douched out periodically, like maybe every third oil change. It can't hurt anything. I told Dane that Sugar was marking her spot.

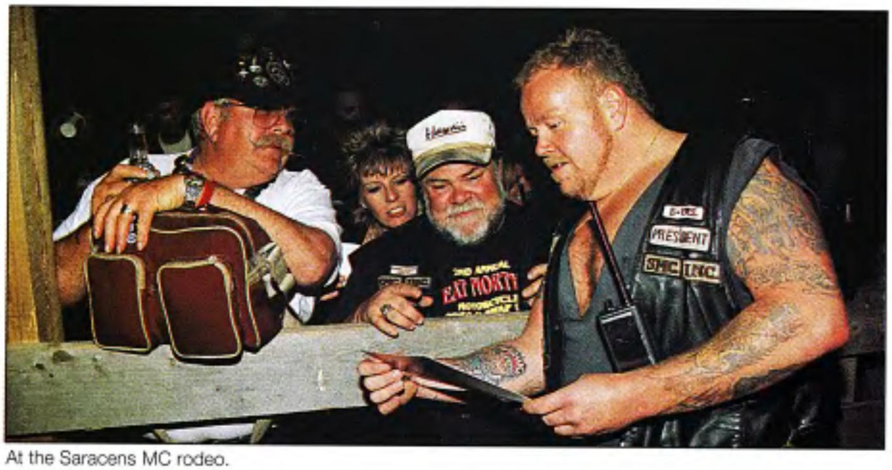
Anyway, like I said earlier, the ride north was pleasant and warm for the most part. It took me and Sugar about 11 or 12 hours to reach northern New Jersey the first day out. While riding through D.C., Sugar Pai needed fuel. We hit town during rush-hour traffic. It was brutal, I mean with heat coming off the pavement and Sugar's engine, it made for a hot, uncomfortable ride. So after gassing up, I found a small park to kick back at while the traffic lightened up. I sat in the shade with my boots off, sipping on a liter bottle of cool, clear water. I wet my bandanna and cooled my face and neck with it. The Balto-D.C. area gets mighty warm and humid during early June. After the sun went down it was nice and much easier to handle. Later that evening I put on my leather pants over my Levi's and also a leather shirt over my *Easyriders* denim shirt. I did get out my heavier gloves although that was a bit of overkill. I hate being cold but, even more, I hate being cold and wet. This wasn't the case since it hadn't started raining yet.

Sugar and I found a motel near the New Jersey Turnpike and I-278 that evening. I wanted to be close to the Goethals Bridge so I could ride in the next day to visit one of my daughters who lives in Staten Island.

That next morning after a brief visit in The City, Sugar and I headed north on I-95 toward North Haven, Connecticut. That's were Mike (Tiny) Gherlone lives. He's an old friend who I met back in the mid '70s, when he and another friend, Tommy, rode to California. He did it the hard way, riding a Sportster, stopping every 50 or so miles for fuel. I spent that night at his house and around noon on Friday we headed north to Maine. He led the way since he knew the highways in the area better than I do and had a radar unit. On a trip up that way several years ago Tiny bought me the radar unit I run on Sugar Pai. The ride to Oxford, Maine, was a rapid one with stops only for fuel and grub. It started to drizzle just as we got into town but neither of us thought of putting on our rain suits because it would've been too humid.

As it turned out it rained on and off all weekend. But ya know what, a little rain never stopped the brothers and sisters of Maine from having a good time. The

Hardworking Tradesmen MC members.



At the Saracens MC rodeo.

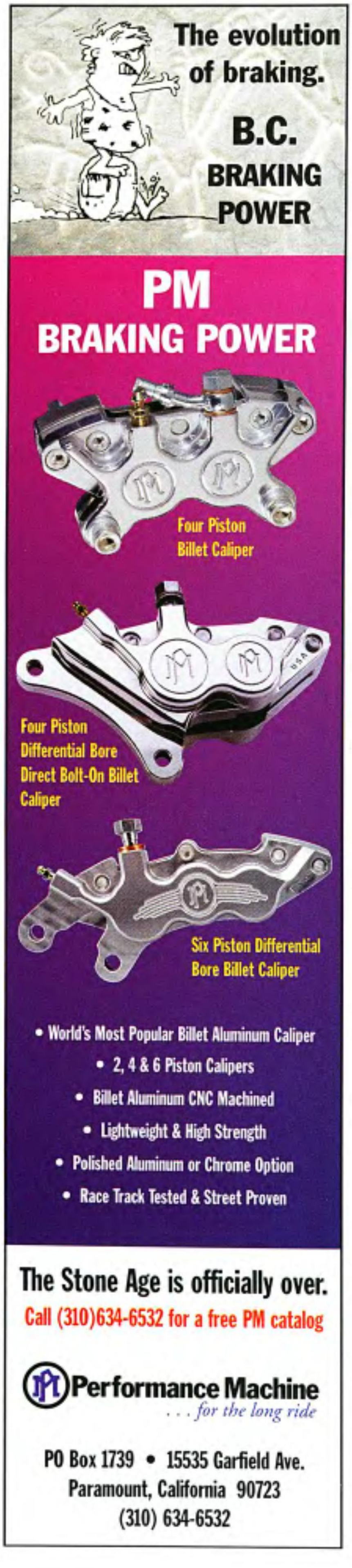
Saracens have been hosting this annual rodeo and swap meet four years running. Scott says they learn something with every show. The club also sponsors a swap meet in the dead of winter, which draws a big crowd every year. I guess lots of New England folks get cabin fever and can't wait to break out of the snow and do something different for a change.

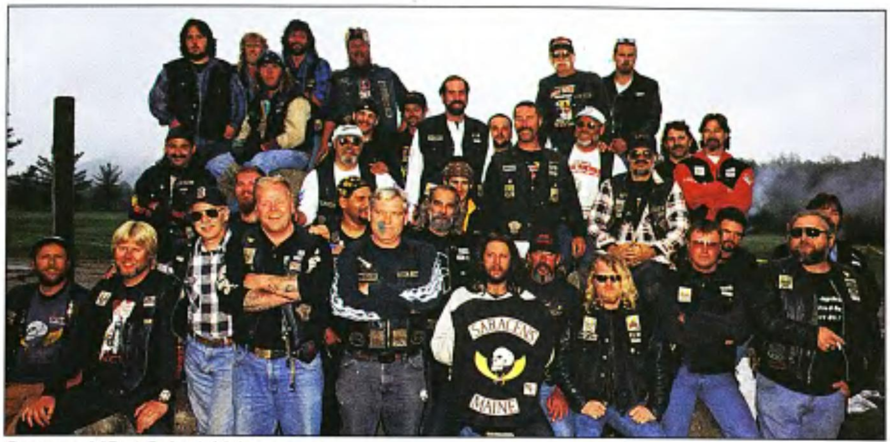
The party at the Oxford County fairgrounds was great fun; although, like I said, it did rain on and off. It rained the heaviest late at night, when most of us were sleeping. Those who slept in tents pitched them in the animal stalls at the fairground so they had plenty of shelter. Some folks came in their motor homes. That takes the fun out of camping, but, of course, you're more comfortable. The club fixed me up with a nice camper, which I greatly appreciated. Thanks, Duke. I hope I wasn't a bad roommate.

Friday afternoon, many of the vendors rolled in to set up their tents. Also, the folks selling food showed up to get ready for the weekend crowd. That night we were entertained by Arlo West and the L.A. Bluesmen, with a special appearance by the singing lumberjack, Shawn McCole. Arlo West plays some down 'n' dirty blues tunes, many of which he wrote himself. If ya get the chance to listen to his music do it. Arlo has several CDs out. The ones I've been listening to are *The Arlo West Band Part II* and *Blues College*. Both were recorded at Dallas Sound Lab and sound damn good. The first cut on *Blues College* is called "Twisted." It goes almost nine minutes. Ya got me twisted, I like it. The tune "I Know" on *Arlo West Band Part II* is a smokin' instrumental, as well as "Just Can't Hide." On both CDs Arlo lays down some heavy guitar licks. Check him out.

Saturday morning they had a bike show in which Dwayne Burch copped a Best of Show trophy with his bitchin' '94 Fat Boy. Oscar Thompson's '95 Sporty won the Sportster Class, Pete Quirrion's '70 three-wheeler took the Trike Class, Paul Bergeron's '47 WL won the Antique Class, Neil Cross won the Rat Class with an '88 FLSTC, Pete Bergeron's '73 FLH won the Dresser Class, Ron Strout took Stock Class with his '69 FLH, and Ron Hamilton won the Sidecar Class with a '94 Ural. Hey, weren't they made in Russia? Anyway, congrats to all the winners.

In the rodeo, John Webster won both the Slow Race and Plank Ride. Jim and Terry Goupil won the Tire Toss. Mike Crupto took the Figure 8 race. There was also a tattoo contest that was a lotta fun for the participants. Ivan Eaton and Alley Cat won the crowd's favorite, the Wienie Bite. Ivan also won the Barrel Push. You folks who keep up with these things know that Ivan rides on the *Easyriders* Rodeo circuit and does fairly well for himself. →




Saracens MC at Oxford, Maine.

The highlight of the afternoon was watching Bubba Blackwell jump over 10 White Freightliner tractors on his XR750 Harley. He barely made it, with less than a foot to spare. What made it so tough was that he couldn't get back far enough to get up to speed due to the woods getting in the way. It was exciting to watch, and it would have been terrible if he'd crashed on top of one of those beautiful tractors. Hey, if you're the truck owner, what do ya tell the insurance man? That you don't know what happened, that a bike fell out of the sky? Sure, sure. He's gonna believe that!

The biggest winner of the evening was Chris Allen of Bucksport, Maine, because I drew his name as the recipient of the '96 red Fat Boy. Second prize was a $500 gift certificate from Harleys-R-U.S. in Lewiston, Maine. The third prize of 250 smackeroos went to David Almenos of Old Town, Maine. Cash is always nice, wouldn't ya agree?

We closed out the evening listening to the Boston Baked Blues band. They were great. As the name implies they play the blues, and they do it well. We heard many of the older tunes we love so much like "Shake Your Money Maker," and "Who's Been Talkin'" by Howlin' Wolf. My personal favorite, "Caledonia," was written back in 1929 by Louis Jordan. They also did some up-to-date tunes like "Pride and Joy" by Stevie Ray. Vinny Serino heads up this group and they did some of his original tunes such as "Ya Better Think Twice" and "You Have A Fine-Looking Automobile." Both of which are about females. Speaking of babes, they had a singer/spoon player, Donna Donavan. When's the last time you saw that? It's been many a moon for this kid. She was bad to the bone and not too bad to look at, either. They had the joint jumpin', with lots of people on the dance floor.

While the band was on break we had a kick-ass titty show. Wow, those Maine girls really know how to entertain the fun-loving dudes in the audience. One of the finer shows I've seen lately, and I've been to many. What can I say? That I hate it?

Nice yams.

You know that'd be a bold face lie. Titties and beer. Is there anything else?

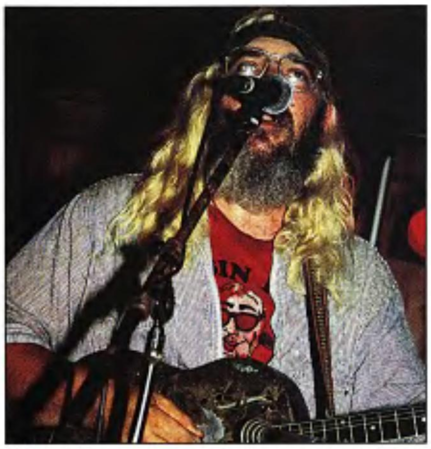
The Boston Baked Blues band came back and played till the wee hours of the morning. Talking to Vinny later he told me that he has played at lots of biker functions, including Chillicothe, Ohio, at one of the *Easyriders* Rodeos.

I'd like to thank the Saracens MC for having me up in their country as a guest. It was great fun, and fuck a bunch of rain, anyway; it never stopped us from enjoying ourselves. It was good seeing 350 Pete of the Mountain Men MC and Paul Vestal, two old friends. The Saracens would like to give a special thanks to R.D. Roy Transport for use of their tractors and to Harley-R-U.S. for helping out as a sponsor.

Mike and I left Sunday around noon. I hated leaving such good company, but Mike had to go to work the next day and get ready for Laconia. I had to ride back to D.C. for the Capitol *Easyriders* 25th Anniversary Party, which was a blast. En route, in a rainstorm on the Jersey Turnpike, I saw a lightning bolt strike a petroleum tank farm, igniting one of the tanks. The thick black plumes of acrid, toxic smoke could be seen for miles.

I spent the evening in Nutley, N.J., visiting with Larry (Drums) Brancaccio, a Pro Dragster friend of mine. His mom fixed me a great Italian dinner. We also

At the Saracens party.



Shawn McCole playing at the Saracens MC gig.

went by American Aircooled Engines, one of Drums' major sponsors. He's currently the points leader in Pro Dragster for AHDRA and has held the number 1 plate for the last year. For a short dude he's quite a character and lotsa fun to be around. He certainly can handle that fuel bike and has broken and established many records. As I went by that tank farm early the next day, it was still burning.

While in that neck of the woods I finally got to do something I've been wanting to do for quite a spell. And that was to visit Nick's Place. Many people have told me to go by and see this shop. What I'm talking about is Nick's in south Jersey. He has a stash of old H-D parts in what they call chicken coops. I finally got to see his pile of relics and walk between rows and rows of antique parts—some new-old-stock, some just plain old and used. Nick is a busy man and doesn't have time during the day to run back and check his inventory when someone calls for a particular part. That's why I'm only gonna list the fax number—that's the way he wants it—so be it. Hey, Nick, thanks for taking the time to show me your shop and those valuable old parts.

I hit D.C., again in rush-hour traffic, but this time to make matters worse it started raining. I saw it coming and had plenty of time to get my rainsuit on. The DOT had I-70 torn up in several areas, →

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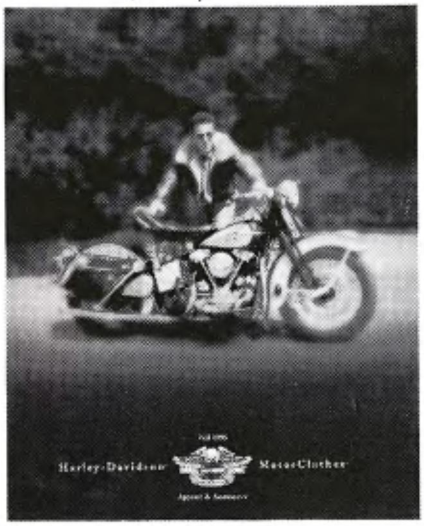

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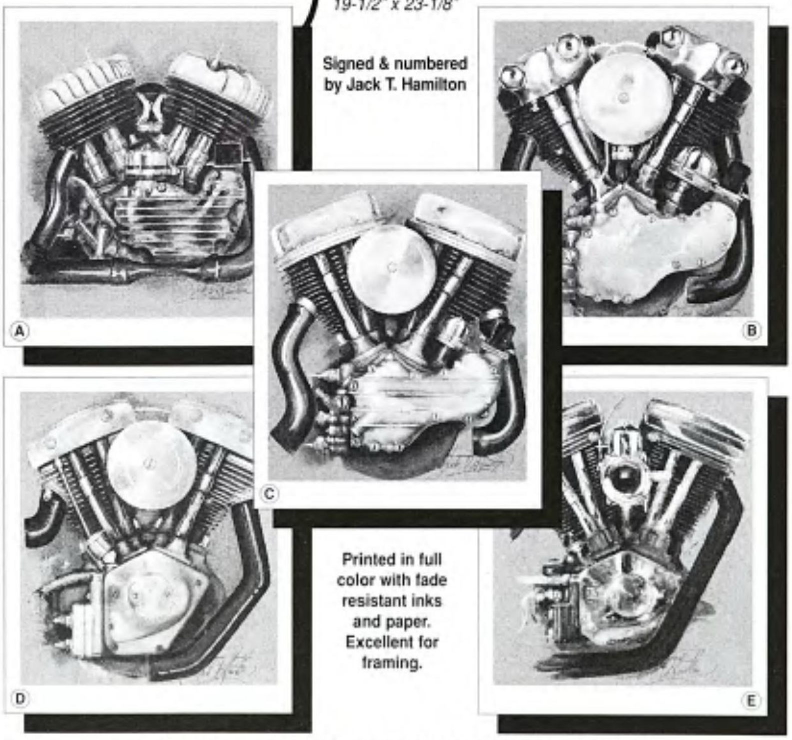

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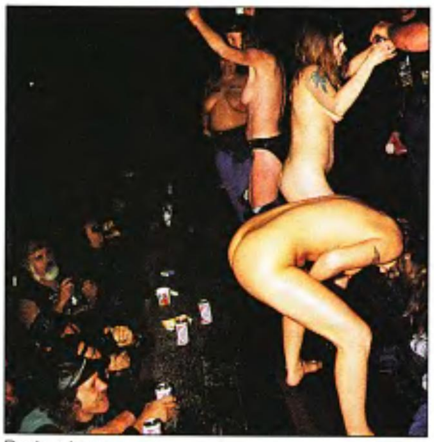

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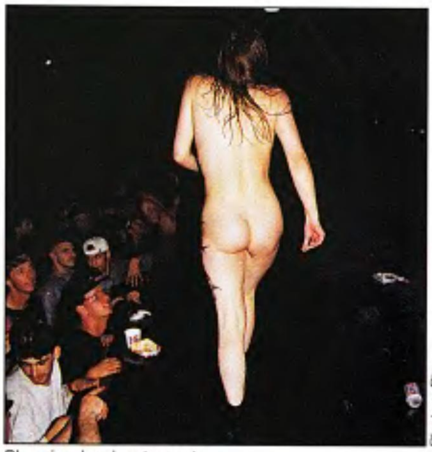

Showing her best assets.

Photos: Rip

and to compound the problem they had cut grooves in the pavement, plus, oil was seeping up onto the fresh blacktop. I saw several accidents. One poor lady had both ends of her new car crushed. I told myself I didn't need to be a traffic statistic so Sugar and I found a nearby filling station to wait out some of the traffic. When we got back out there it was a bit better but stressful nevertheless. That is, till it stopped raining and most of the folks had made it home, alleviating road hazards.

The party at the Capitol *Easyriders* franchise store that weekend was lots of fun. I met lots of great people, especially the people who work there. We got along together like family. I liked that a lot. They're a good group. I'm not gonna write much about it here because you'll be able to read about what went on in a special feature of *In The Wind* (# 79). I will say that we had good food, free beer and good company, free beer and good live music with the Ambush band. Ah, did I mention that they had free beer and soda pop? You get the picture.

I'm still waiting for some of you folks to write Rip's Run, telling me of the hot biker spots in your neck of the woods. That's bike shops, bars, and events. Until then, see ya. —*Rip*

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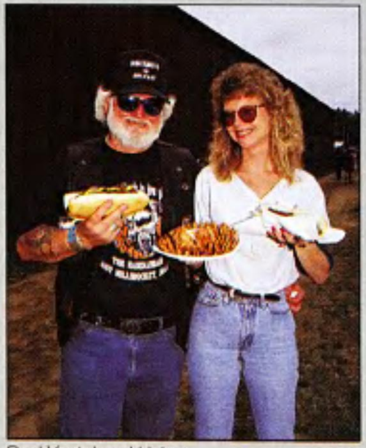
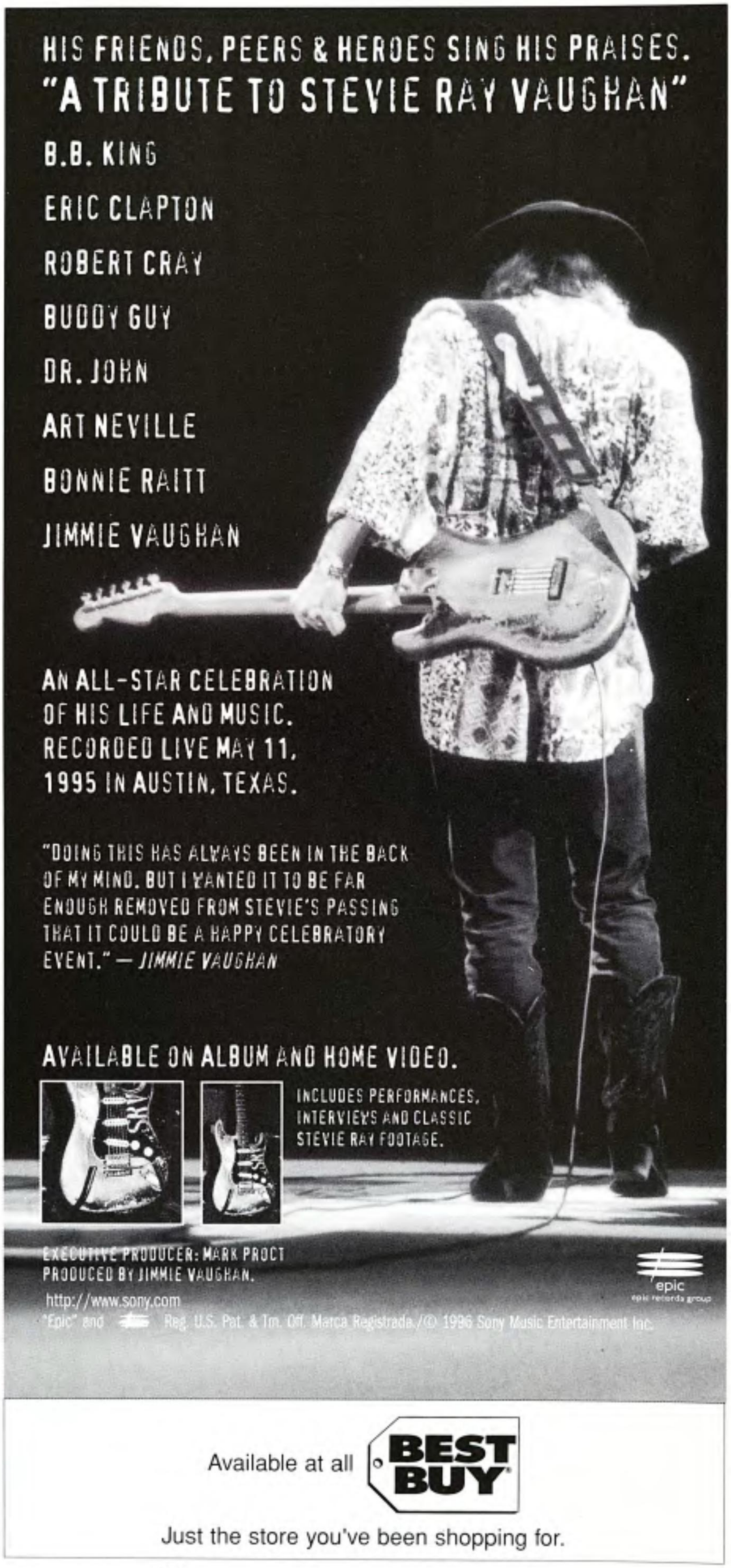
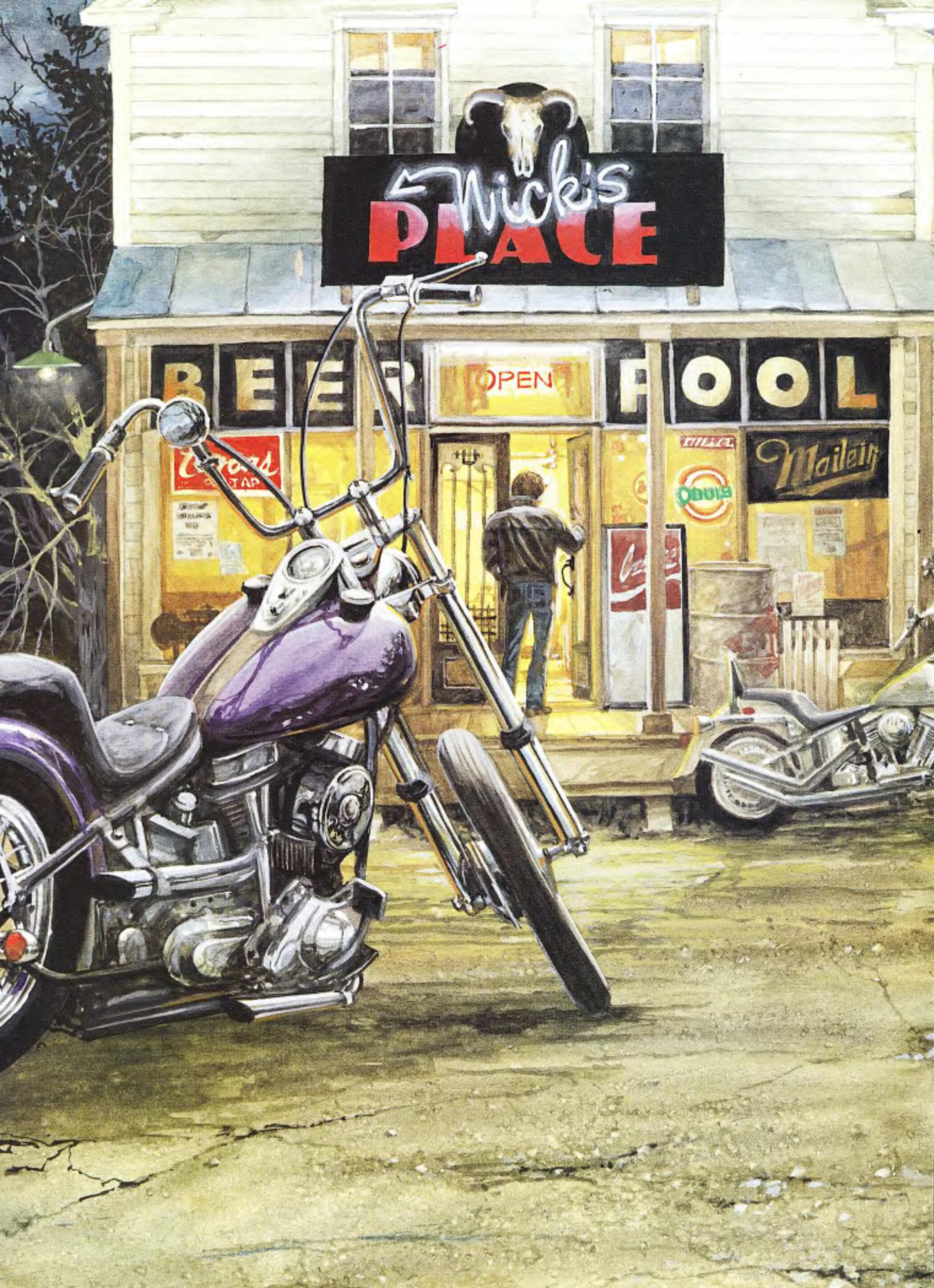


Paul Vestal and Helen.





Nick's
PLACE
BEER
OPEN
POOL

NICK'S PLACE

FICTION BY WILLIAM RELYEA

Loaded dice, a marked deck, dog's hind leg, William Harding, Richard M. Nixon ... Things that are crooked? Bone's mind flashed the words as he leaned the '55 FLH hard to the left and heard the rasping protest of the Pan's floorboard as it scraped the asphalt below. Fucking-A, Dick, did I win the 25 grand? Dick Clark's ageless face flashed before Bone's eyes an instant before he switched his weight to the right. He cringed as the turnout pipes grated a reply.

Upsweeps, Bone thought. You're puttin' upsweeps on this bitch before the next ride. I gotta find a freeway, man. This country-fried bullshit is drivin' me nuts. Sixteen friggin' miles ... Bone's mind sputtered as the sharp right turn faded away, melting into a sweeping uphill grade. That's more like it, he thought, twisting the throttle and letting the drone of the pipes fill the small valley with thundering noise. Wind rushing through his long sandy hair, Bone rode the smooth ribbon of black, tracing →

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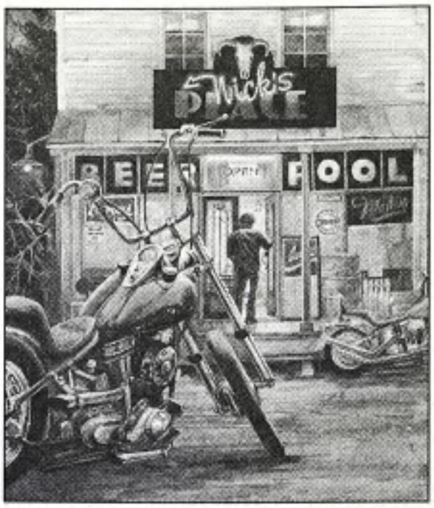

the sun as it swung low in its arc. It raced toward a line of tall pine trees to the left, burning the horizon bright red. Devil's sun, Bone thought, angry and mean.

Shadows lengthened their grasp on the road and Bone lifted the jet-black pair of sunglasses that hindered his vision, sliding them into his jacket's inner pocket.

"Shit! Goddammit!" Bone snapped, realizing his clear night glasses were packed in the Pan's saddlebags. Probably at the fuckin' bottom, the way the trip's goin'.

He slowed the motorcycle, wanting to pull to the side of the road, when a pale blue glow in the distance caught his eye.

"Goddamn ride might not be a friggin' disaster after all," he said, smiling. "Cold brew ahead." Swinging back onto the highway he twisted the throttle, heading toward the flashing neon a quarter-mile away.

Hanging from the tattered eves of a roadside tavern, an old, faded sign rocked in the faint breeze. It greeted Bone with haunting creaks as he lowered the kickstand of his bike.

"Nick's Place." Bone read the sign aloud. "Hope you got cold fuckin' brew, Nick." In the fading twilight gray, Bone lifted his leg over his bike, then strode for the tavern's front door. A crack of thunder resounded mournfully in the distance as his thick hand wrapped around the door's handle. Great, Bone mused. Sky's gonna piss. Wonder-fuckin'-ful.

A wash of thick smoke met him as he stepped into the bar, his slate-blue eyes narrowing as he tried to pierce the room's gloomy gaze. As his eyes adjusted to the dark, Bone made out a long mirror running the length of the mahogany bar, bottles of alcohol lined typically beneath. A half-dozen male patrons were scattered along the bar's length, drinks in hand, propped upon tall, black leather stools. Sardonic grins pinned their faces, pulling their lips back nearly to their ears.

He noticed then that the men weren't staring *at* him, but *through* him. Several moved their heads, in an effort to see around his imposing frame. Shrugging off their glances, he approached and dug for his wallet, withdrawing a 20 and placing it on the polished wood of the bar.

"Bud, leaded," Bone ordered, pointing to the tap the round-faced bartender stood behind. The bartender paid no attention, his puffy eyes glazed into the room's shadowed distance.

"Can I get a beer?" Bone said, louder.

The bartender jumped as if suddenly slapped on the saucer-sized bald spot that crowned his head.

"Sorry, sorry," the balding barman said, his face flushed, "it's just that Nick don't let Suzy out much alone." Bone lifted one eyebrow as the bartender stammered on. "Keeps her down in ... er, close to home you might say. Bud you said?"

"If it's not too much trouble," Bone grated.

"No, no, not at all." the bartender said. "Name's Albert." He stuck a pink hand over the bar. "You?"

"Bone."

"Bone?" Albert chattered, "for ... ?"

Bone narrowed his eyes at the bartender and stretched his heavy frame over the bar. "For Bonecrusher."

Albert's plastic grin wavered. "Naturally. Who'd a thought differ..." Albert's beady eyes slid to the right and his face swelled red. "Good evening, Suzy, like another?"

Bone turned his head and quickly closed his widened mouth, not wanting to sink into one of the pasted images that surrounded the bar.

"No, just quarters," Suzy replied, sliding a dollar bill across the bar and smiling, her tongue slowly gliding across her full lips. Before Albert could waddle to the register, Bone's hand dug furiously into his front pocket, retrieving a handful of loose change. →

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"Jukebox?" Bone managed to croak, offering the change.

"No," Suzy turned, deep green eyes widening as she took in Bone, "pool. Care for a game?" Her pink halter swelled full, rounded flesh nearly bursting the opal buttons that held the thin shirt closed. Behind her, the men who sat at the bar began to gesture madly, shaking their paled faces and drawing straightened forefingers across their throats. Albert yanked upwards on an imaginary rope, tilting his head to the side and letting his broad tongue roll out of his mouth. Bone's blond brows narrowed and Suzy reacted to his puzzled look by quickly swiveling her head. Before she discovered their silent messages, however, the men managed to mash their charades and sit silent, staring intently into their drinks.

Suzy plucked two quarters from Bone's palm.

"Such big hands you have," she oozed, punctuating the comment with a skilled wink that would have made enemies of a million Southern belles. "Game or no?" Suzy seductively taunted, sliding toward a pool table covered in red felt.

"No, no, no," Albert whispered, wet bar rag pressed against his jiggling cheek, "that's Nick's girl and he's blind jealous. He'll carve you like a Sunday roast."

"I just had my frame straightened."

"Been cut before," Bone said as he took a step toward the pool table, "and that dude's still shittin' steel."

Thunder boomed again, vibrating the tavern's walls.

Storm's movin' closer, Bone thought. Fuck it, heaven's shelter is mine tonight.

Suzy waited for Bone, one hand propped on the black leather mini hugging her curved hip, the other wrapped loosely around a pool cue, blood red nails stroking its shaft.

Bone's eyes devoured her, beginning with her high glossy pumps and tracing along the twin spires that formed into sleek, tanned legs. The pink halter exposed a flat stomach, and Bone felt a flash of excitement as his eyes drifted over her navel; it was pierced, adorned with a small golden cherub dangling inside a silver hoop. Her smooth skin was flawless, unblemished by any imperfections, colored by a master painter who had labored his entire life to find the perfect, earth-tone shade. Lips, splashed with sinful dark red wine, pouted full on her face, accenting high cheekbones and emerald eyes. Fiery locks spilled in rich waves, reaching the middle of her slender back—a ruby waterfall of passion and burning sweetness. It was as if someone had picked Bone's mind clean, removing from it the woman for whom he had eternally sought—the woman who infected his dreams.

"Suzy," she introduced herself, lithe hand extended.

His hand reached out and surrounded hers.

"Bone."

"Bone," she chimed lightly, letting the name dance from her tongue, "You've a tender touch for such a big man."

Bone's face reddened.

"And sensitive too, it seems," she cooed, nodding approvingly. "A black-clad knight perhaps, come to the red princess's aid? Will you rescue me from my mountain tower and take me with you into the setting sun?"

LIPS, SPLASHED WITH SINFUL DARK RED WINE, POUTED FULL ON HER FACE

Suzy stepped nearer to Bone. He could feel his heart surge hot blood through his veins as she took his hand.

Their eyes met.

"Rescue me," she whispered, eyes pleading.

Bone winked assuredly. "From the pits of hell or the Devil himself."

From outside, another volley of thunder suddenly crashed. Like a battery of cannons fired directly over their head the report exploded, showering the night with sound. Fists of pain slammed into Bone's ears and the bar's patrons were knocked from their stools. Suzy pressed herself against Bone, letting her lithe frame mold perfectly into his.

"Are you brave, dark knight?"

"He's comin'!" Albert shouted, beads of sweat leaping off his plump face. He disappeared behind the bar while the other men shrank away from their stools, moving toward the bar's far end.

Without warning the tavern's front door shattered, the hinges snapping open like a banshee's cold wail. →

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"What in the hell?" Bone mouthed.

"*Who* in the hell?" hissed a dark voice, deep as sliding granite. From the doorway's frame leapt three short figures, darting through the swirling smoke. They sprang upon the vacated barstools and began pounding their gloved fists upon the bar, chanting.

"Albert! Albert! Albert!"

Suzy stepped behind Bone, letting his bulk cover her, then peeped around his cannonball shoulders.

Silver moonlight spilled into cold waves through the doorway when the silhouette of a figure stepped under its arch, head barely missing the top of the frame. He stood above Bone's six-foot-four frame and was dressed in an ebony suit that shimmered like a raven's wing. A well-manicured goatee graced his dark complexioned face and his shadowed eyes were deep set behind thick, sable brows.

"Albert, Albert! Albert! ... "

"Shut up!" The man's deep voice thundered like the explosion moments before and the figures at the bar cowered in silence.

His focus then turned to Bone.

"Suzy ... honey ... come on out." His voice dripped with feinted sweetness. "No time for games, dear. Fun's over. You've left home without permission, and I've come to get you."

Bone's vertebrae tingled with anticipation as adrenaline scoured his veins.

"Suzy don't wanna go with you. She wants to go with me—and I'm takin' her."

A loud moan escaped from behind the bar.

"Albert!" the dark man hissed.

The three figures at the bar began again. "Albert, Albert ... "

"Shut up!" he said again, this time threatening the trio by lifting a plate-sized hand. "Albert, goddammit. Have some courage and stand your ass up."

Albert's balding head rose slowly from behind the bar like a pale, white sun.

"Sir?"

"I'll be blaming you for this if it gets messy. You know how I feel about fights."

Albert's eyes rolled white and he sank with a moan.

"Now then," the man said to Bone, "I don't think this is ..."

Bone grabbed Suzy's hand. "Come on, we're outta this shithole."

Suddenly a large hand pressed strongly into Bone's chest. The man in the doorway had somehow closed the distance between them.

"Now Bone ..."

"How do you know my name?" Bone demanded, grasping the man's wrist; it was like an iron pipe.

"This is my place," he said slowly. "Nick's place—like the sign says. And that's my girl, Nick's girl."

Nick stepped closer as he spoke until the bar's yellow light revealed his shadowed eyes to Bone; the pupils were smooth black diamonds—catlike—but the corneas were red.

Bone felt as if his stomach was suddenly being used for a basketball.

Bone stepped back, cradling Suzy away from Nick's grasp. "Who's your ol' man anyway?"

THE BLADE, FULLY TWO FEET LONG AND RAZOR SHARP, GLINTED COLD UNDER THE MOON'S ICY GAZE

Before Suzy could answer, Nick rose taller, laughing darkly. "Who am I?" he snickered, "Do you not know—by your own words you named me!"

From the pits of hell or the Devil himself. Oh shit.

"Knives!" the Devil sneered, "Outside, in the parking lot. I don't want blood on my floors, bad for business."

"Outside! Outside! Outside..."

"Shut up!" The Devil said, kicking at the three, shorter but similarly clothed figures who raced out the door ahead of his swinging foot. "Goddamn, good-for-nothing henchmen."

On numb legs Bone stumbled into the night, the gravel under his boots crumbling like his courage. The woman of my dreams, he thought, and the Devil is her boyfriend. I'm fucked.

"Worse than you know," said a dark voice behind him, laced with malice.

Bone wheeled, trying to gather his senses.

In the Devil's hand was a knife with a bone white handle. The blade, fully two feet long and razor sharp, glinted cold under the moon's icy gaze.

"You said knives!" Bone protested. "That's a friggin' sword!"

The Devil flashed a wicked grin and prodded the air with the pointed blade.

"Take my advice, Herb—never go to a wife-swapping party in San Francisco."

"Tough shit."

Bone glanced to his side. Suzy's hands were laced tight in front of her perfect breasts and her heels danced frantically on the gravel.

"Hurry up, Bone," she chattered, "I'm cold."

Bone snapped.

"This is fucking bullshit!" He flared. "First of all, I didn't know you were her fuckin' ol' man. Second, I didn't ask to rescue anybody—she asked me! And third ..."

"Yes," the devil yawned.

"You should know better then to bring a bullshit knife to a fuckin' gunfight."

The Devil's jaw dropped as Bone reached in his waistband and pulled out a nickel-plated, .45 caliber automatic pistol.

"That's not fair," the Devil exclaimed.

"Tough shit," Bone said dryly as he squeezed the trigger.

* * *

Suzy's arms wrapped tightly around Bone and the night wind filled their hair as they rode down the long hill, away from the tavern. Bone listened intently to the Pan's hypnotic thump, a smile cracking his face as he thought about Suzy's mammoth breasts snuggled against his back. She leaned over and let her hot breath escape into his ear.

"Bone?"

He nodded.

"Do you think he'll try to follow?"

Bone thought about the question, wondering how long it would take the Devil to untie his tail from the bumper of a moving Cadillac. He laughed out loud then, thinking of the bumbling henchman. He had barely tightened the knot when they peeled out of the tavern's parking lot, their voices shouting, "Tough shit, tough shit, tough shit."

"You tell me. He was your boyfriend."

"Boyfriend?" Suzy's breath blazed in his ear. "He wasn't my boyfriend—he was my father. I mean, he is my father."

Bone twisted the Pan's throttle and leaned hard into the curve, hearing the familiar scrape of the footboard.

Ol' Nick, Beelzebub, Lucifer, Satan ... Names for the Devil, Dick? In Bone's mind's eye, Dick Clark's plastered hair had sprouted two, ivory horns. Congratulations, Bone. You win the girl and the 25 grand. Oh—and by the way—the gaping mouth smiled, filling with flames, I'll be seein' ya.

Hell of a ride, Bone thought, the vision fading as he leaned into another turn, hell of a fuckin' ride. ⊙

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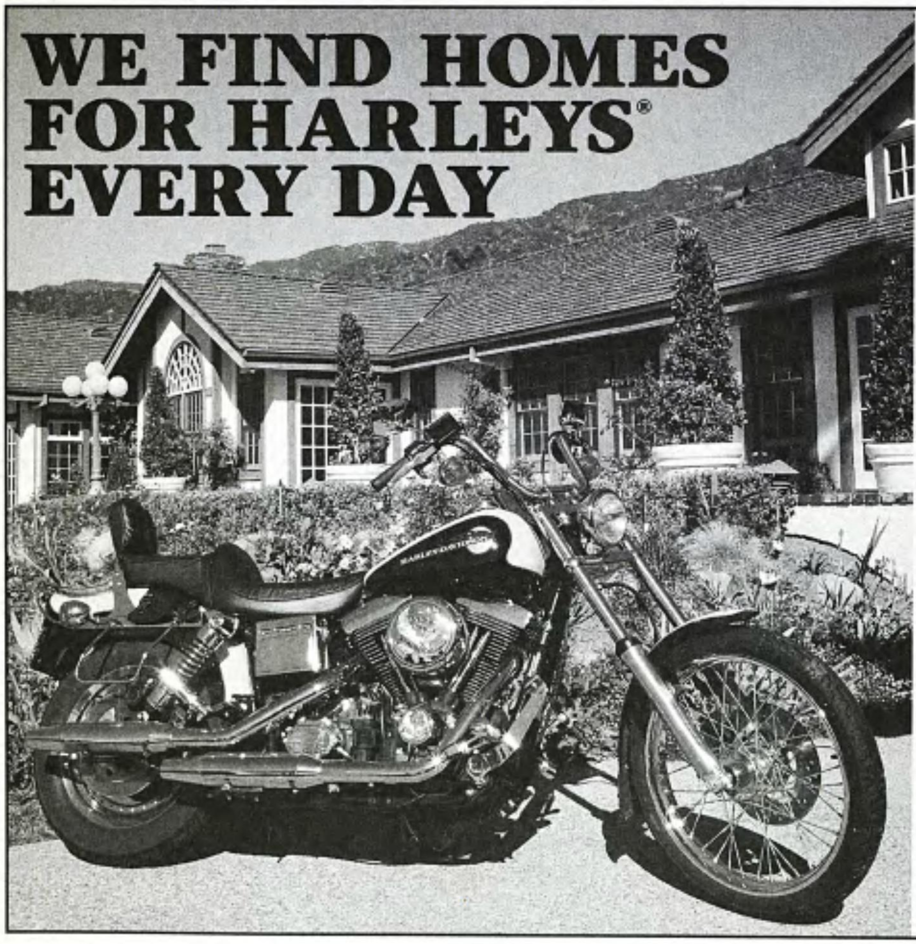

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Photo 1

DRESSER TO STURGIS
Stretching The Tanks And Slamming the Sled

My long-legged predicament with dressers is feeling positioned too high in the seat, so we switched to the H-D Road King Badlander seat which set me back and down almost three inches (photo 1). Saddleman is currently building a gel seat that is lower and more of a solo configuration for Road Kings. And Mike Corbin with Tony Carlini have partnered on an ostrich-textured Road King custom seat (check the comparison in an upcoming issue). Marty at High Tech Customs in Van Nuys, California, stretched the downtubes three inches (see tech in October) which raised the bars three inches and the tank off the engine. But then we needed to lower the rear—as I mentioned last issue, one of the most effective alterations you can make to a Softail, or a bagger, is stretching the tanks. Since we're running the new Ness dresser panels (photo 2) behind the engine, Mike Lisandro, the painter magnificent from Van Nuys, stretched the tanks to fit the Ness panels and the

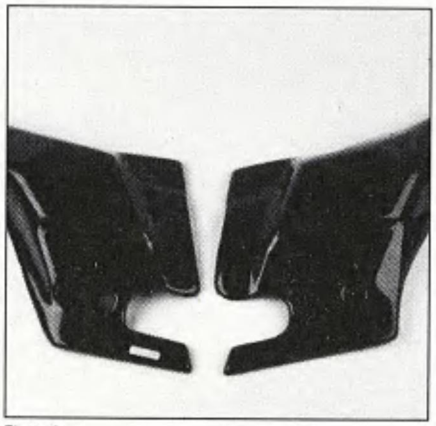


Photo 2

new seat. This operation causes the tanks and frame section to flow together like long legs blending into a narrow waist.

Although this modification produces a substantial distinction, it is a simple operation for a talented guy like Mike Lisandro. I'm not blowing smoke, either. It takes the talents of a crafty body-and-fender man who can form and place the sections of sheet metal in just the right spot on the tanks so the extension flows into the tank form without interrupting it (photo 3). Mike cuts and forms the sections out of 18-

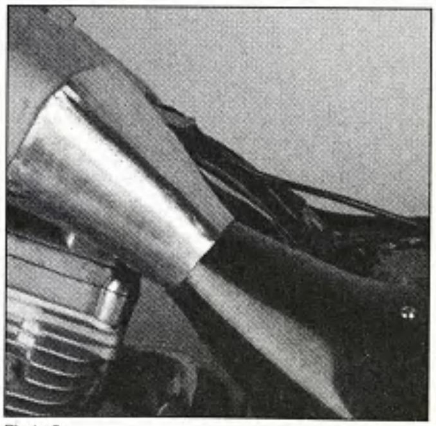
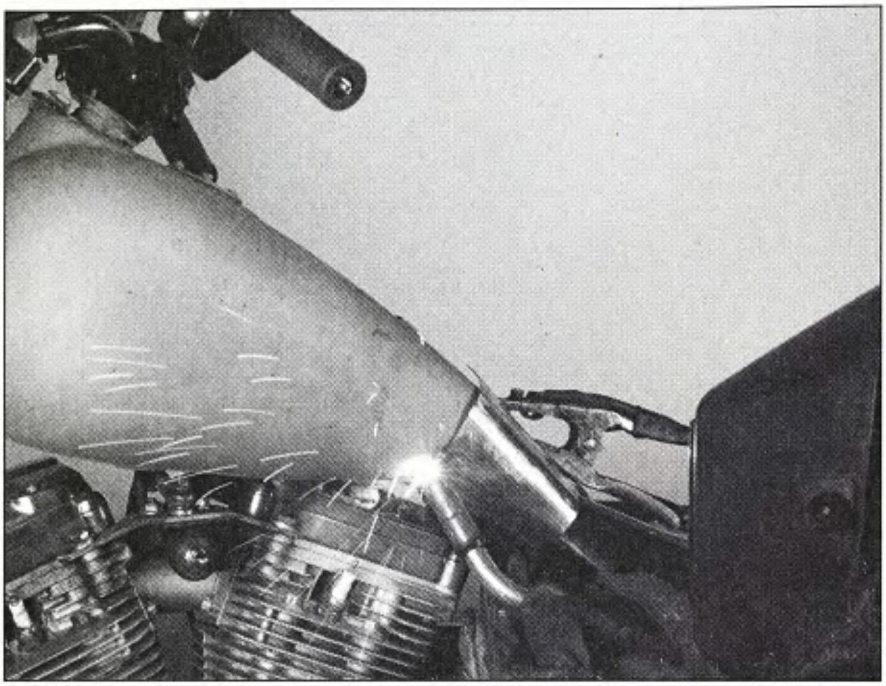


Photo 3

gauge metal, and places them with the tank mounted into place. It's also crucial to have the seat around so that the inner curves will contour to the seat pan (photos 5&6). When completed, the tanks, seat and frame (and in this case, the Ness family panels) will look as if they were meant to be—flowing perfectly into one (photo 7). After Mike was convinced that they were cut and positioned exactly where he wanted them, he tacked them carefully into place (photo 4).

One of the interesting aspects to stretching tanks, and another one that



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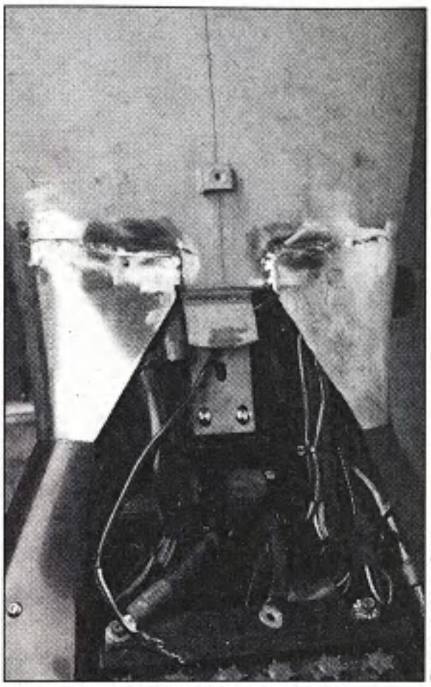

Photo 5

Photos: Markus Cuff

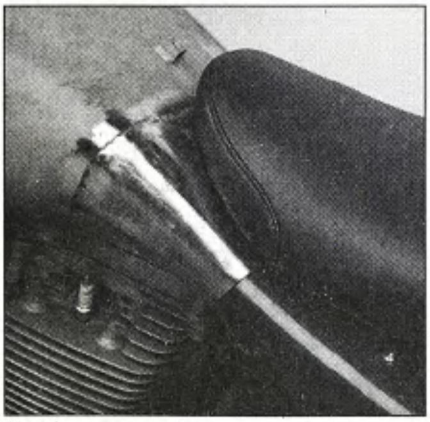

Photo 6

Photo 7

takes a degree of talent, is the welding (photo 5). This modification will not change the structural integrity of the tanks unless the welder cuts too deeply into the surface of the tanks. Mike would never let that happen. He's a pro who has been dealing with the thin surfaces of car bodies and gas tanks for over 20 years. So how many holes did he blow in these tanks? We won't go into that.

The final aspect to any body job is the talent of laying on the Bondo and body fillers to prepare the surface for painting. I have attempted to mold frames, necks, tanks and assorted components on several occasions during my 30 years messing with custom bikes. I've never mastered the touch. It takes a special stroke to mix the catalyst into the Bondo, so it doesn't harden or solidify too quickly. It takes talent to apply enough in all the right places and it takes a special capability to form the material without over-sanding, over-filing or over-grinding, which forces you to start over. Mike knows what he's doing and makes it seem effortless. Judge for yourself. —*Wrench*

P.S.: No shit, I swear we'll cover the White Bros. Lowering Kit next issue.

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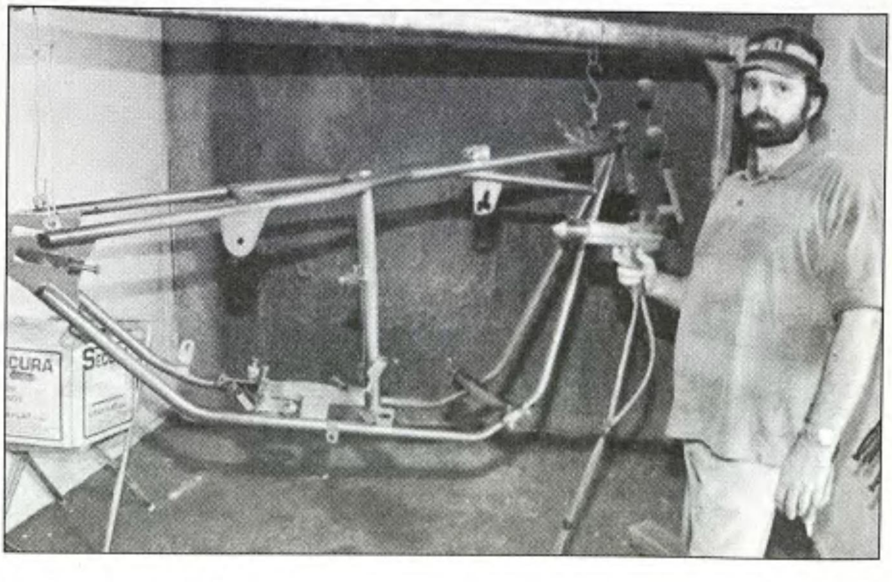
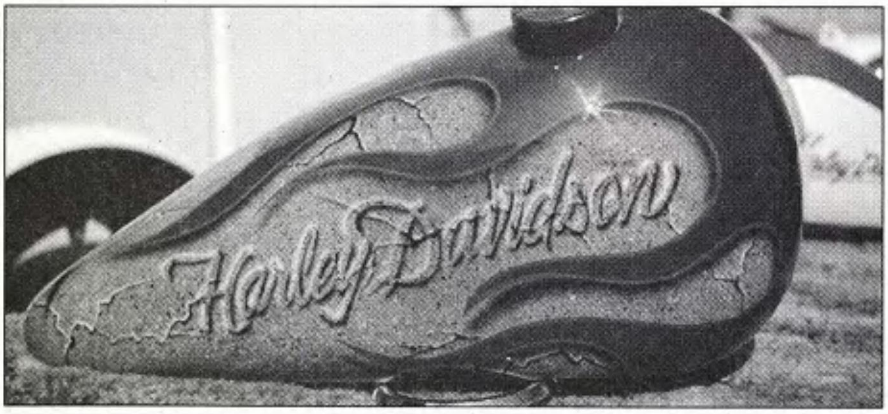
Mike and Hollye Logan, owners of Concept Custom Powder Coating, have more than five years of experience coating Harley-Davidson parts. They do lots of work for Atlas Pro Magnum, House of Choppers, Johnny Big Twin, B&G Engine Dynamics, Wild West Customs, Show Time, Pomona Harley-Davidson, Rolling Thunder, and Cycle Smiths, plus many private individuals like me. They also do many BMX bicycles and marine hardware. If powdercoating stands up to salt air, you know it's gonna last a long time on your motorcycle.

Rusty of Twisted Images paints graphics and murals, and Mike Lamberson does the pinstriping before the clear coat is applied. —*Rip*





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STREET LEGAL PERFORMANCE

More Pep That Won't Get You Popped

This all started when I was talking to Lee Chapin at Mikuni American. "You know," he said, "we now make a bolt-on HSR42 carburetor kit for a stock 80-inch Evo. It will increase horsepower by 17 percent, *and* has been approved by the California Air Resources Board (CARB) for use on pollution-controlled vehicles in all 50 states. It can be installed by dealerships without breaking any laws."

CARB has the country's most stringent test requirements. Aftermarket manufacturers must pass these in order to be certified for use on street machines. Hell, any parts that *can* pass these tests aren't performance-oriented in my book.

I went to Mikuni for more details and Lee pulled out a comparative dyno chart and a letter from CARB. "Take a look at these," he said. Now, I'm an agnostic when it comes to charts, so I asked if we could do our own dyno testing. I knew this Evo owner who was having trouble keeping up with his bros on his 1996 Springer Softail, so I figured him to be a perfect candidate. "No problem," Lee said.

We got together with the shiny new Springer at Mikuni American headquarters in Northridge, California, later on in the week for the "shoot-out." After R&D technician, Brian Uyema, performed the dyno run (photo 1) with the stock carburetor, we headed over to Van Nuys Harley-Davidson where Willie Helgeland, a factory-certified mechanic, installed the Mikuni carb. To make sure we got a production carb, we had them bring two factory-boxed kits (we would pick one at install time). The HSR42-6-K kit utilizes the stock intake manifold, but includes a new airbox, new chrome air cleaner cover, throttle cables and necessary hardware.

Here are the installation details:

Willie removed the right side tank for clarity. This is not required, although it does simplify throttle cable routing. Always use care whenever disconnecting fuel lines. Installation is simple and the instructions are clear and concise. Once you've removed the airbox and disconnected the fuel line (photo 2), vacuum lines and throttle cables, a slight up-and-down wiggle on the carb is all that's needed for its removal (photo 3). Willie advises that if there are any cuts on the intake manifold seal you should replace it now (photo 4).

The stock choke cable assembly must be transferred to the HSR42 before installation (photos 5 & 6). The carb can now be pressed onto the manifold (photo 7). It should fit snugly but not require force. Don't forget to hook up the gas and any vacuum lines (photo 8). Notice the tamper-proof cap on the idle mixture screw (arrow). Install the new throttle cables (photo 9) into the housing and route accordingly. The cables attach to the carb in an over/under design (photo 10), so make sure they are not kinked or pinched.

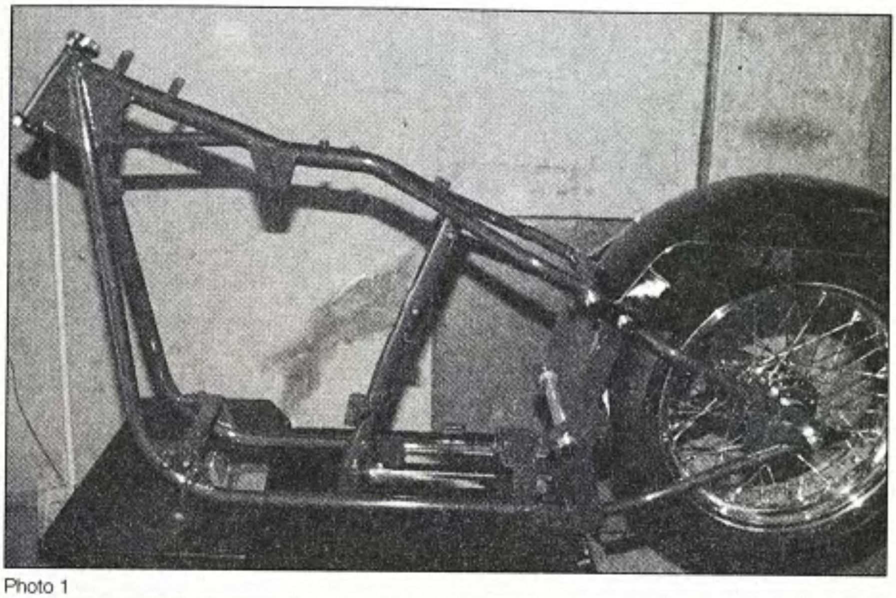


Photo 1

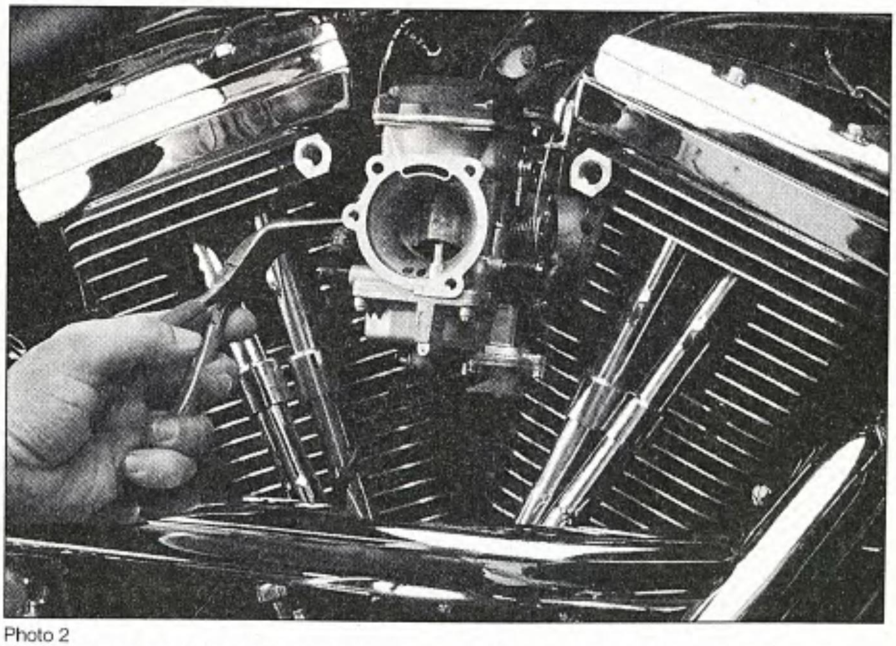


Photo 2

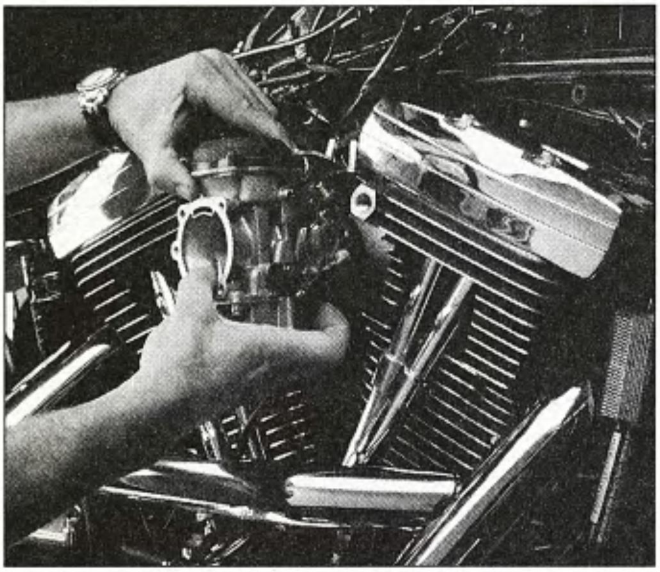
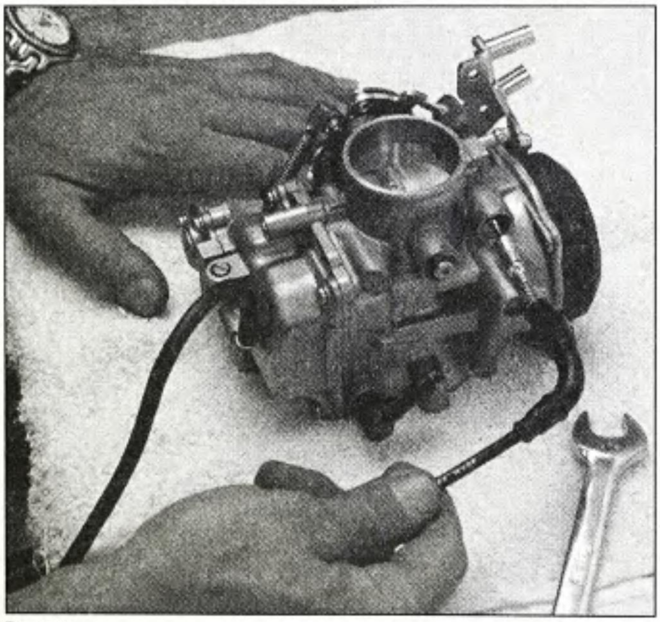


Photo 3

Photo 4



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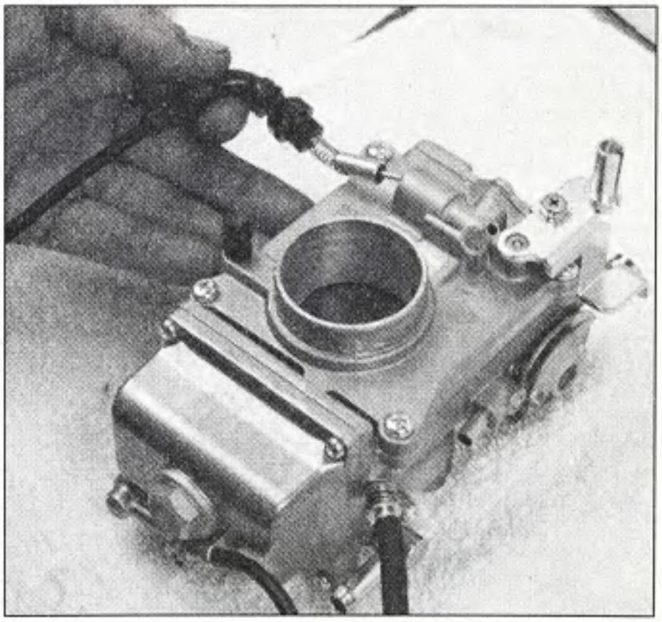


Photo 6

This adapter (photo 11) is what allows the HSR42 to mate with the stock airbox. Make sure it's properly oriented and use the longer captive screws provided. Re-install the airbox, filter, and cover (photo 12) and you're done. This sticker (photo 13) lets any law enforcement, or inspection personnel, know that you are a law-abiding and environment-friendly bike owner.

After Willie whipped this carburetor on, I rode it back to Mikuni for an impression of how it felt, as opposed to the stock setup. I immediately noticed that the throttle response was improved, and that it was considerably stronger throughout the rpm band.

The 12-mile ride back to Mikuni American proved to be an enlightening experience. I knew that we made 46 horsepower bone stock and it seemed that the overall performance had improved. Over the years, I have learned that seat-of-the-pants results don't always show up on the dyno, so I was eager to see if and how much it really had improved.

When I arrived, they were waiting for me and looking at their watches—I guess I took the long way to get there. We pushed the Springer right onto the dyno, where it made 53 horsepower—more than a 15 percent gain. All this by *only* replacing the carburetor while retaining the stock catalytic converter mufflers. Although the HSR42-6-K →

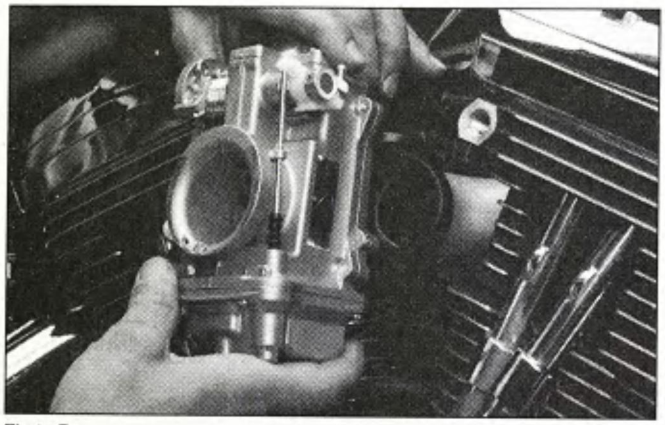


Photo 7

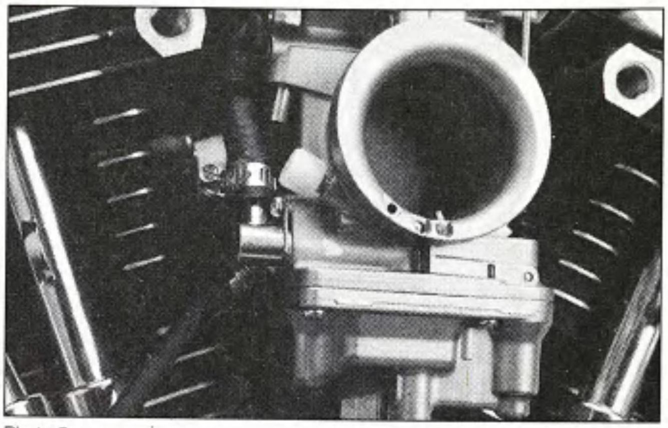


Photo 8

Photo 9

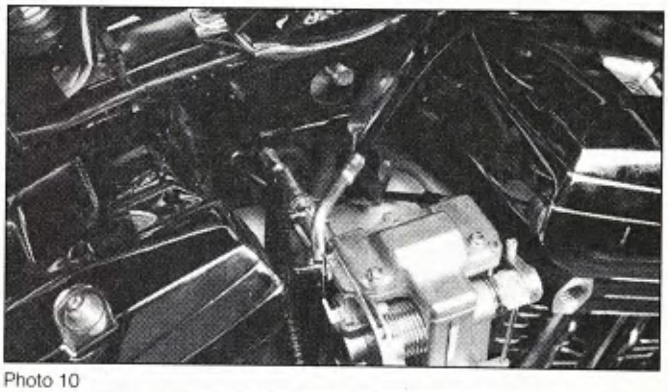


Photo 10

Photo 11

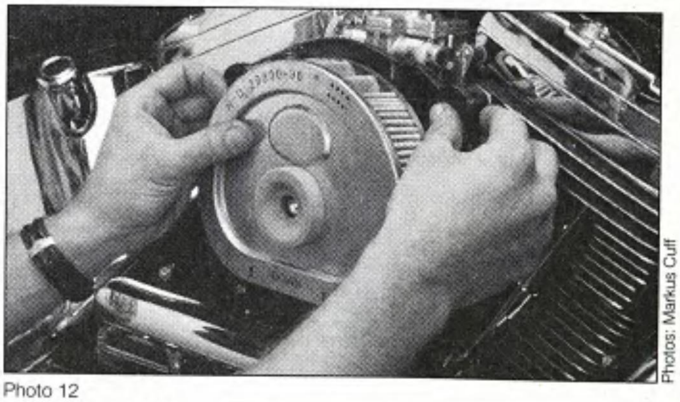


Photo 12

Photos: Markus Cuff

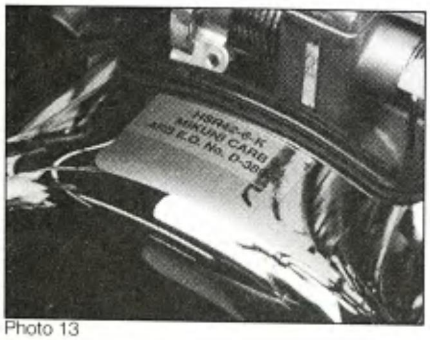


Photo 13

kit is designed with California, and its tough EPA laws in mind, it is a perfect solution for the rider in any state or country who needs to retain the functionality of stock emissions systems in order to meet ever more demanding government regulations.

Special thanks go out to Brian and Lee at Mikuni American and everyone at Van Nuys Harley-Davidson.

—Speed

Sources

Mikuni American Corporation
8910 Mikuni Ave.
Northridge, CA 91324
(818) 885-1242

Van Nuys Harley-Davidson
7630 Van Nuys Blvd.
Van Nuys, CA 91405
(818) 989-2230

Photo 1

Photo 2

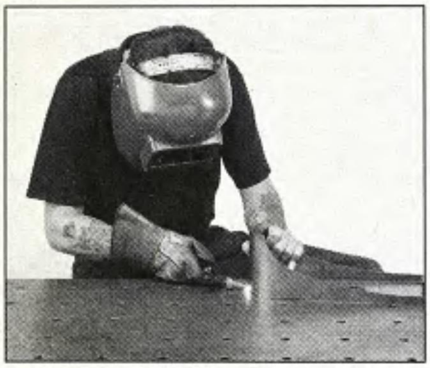


Photo 3

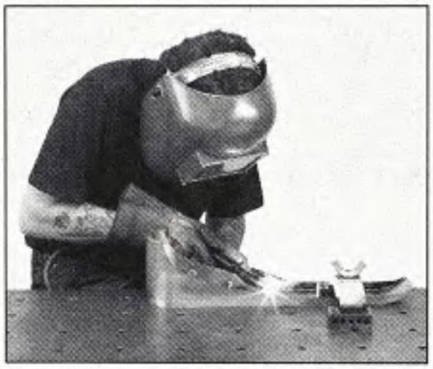


Photo 4

Photo 5

Photo 6

Photos: Dave Jones

EXTENDED DASH
M.I. Makes It Happen

A couple of simple items can make a big difference to the overall finish of a Big Twin. The first is the girl I'm packing. She needs to be petite, so as not to distract from my riding style, big breasted for long-distance touring comfort, and agile ... but I'll go into that later. Actually, stretching fatbobs and making a dash that fits and covers the gap between the tanks can make all the difference to a Softail. Of course, if you stretch your tanks, it dictates a new paint job. Ouch. So Milwaukee Iron (Lynchburg, Virginia) makes a line of 28 precision dashes for stock 3.5- to 5-gallon tanks.

We went into stretching tanks (pg.120), so let's take a look at dashes. Randy Simpson of Milwaukee Iron has been building laser-cut, steel dashes for some time. He built the dashes for Bandit's Dicey Knuck (and everything else on the bike) and for several other custom rides we've featured. Randy's designed these heavy-duty precision dashes in a straight and tapered design, then created eight versions of each. Then, to make the assortment work for a wide range of Big Twins, he designed his entire line to fit '68-'83, another line to fit '84-'90, '91-'95 and '96 models. On top of this vast array of dashes for stock bikes he builds a similar line stretched 3 inches for custom applications. And that's not all. He'll also build one-off custom application dashes.

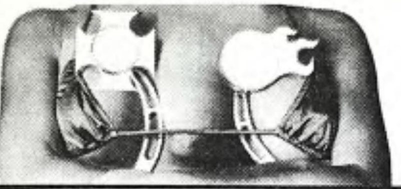
I don't expect you to attempt to build one of these puppies, but some recognition of the time and effort put into each dash will give you a new understanding of the level of skill utilized. The completed dashes are available from Custom Chrome (800-359-5700) and Win Products (805-531-1007) or you can have Randy make a custom dash for your specific needs. He can make a dash with any design cut into the top for lenses or speedos. Each dash is made out of heavy 14-gauge steel tops and 16-gauge steel sides laser cut for precision fit, flat and square.

So let's run through the drill. The first shot illustrates the initial components cut and ready for assembly. You know, you can probably look at the photos and get the idea, and I can go get a beer. For you guys who want to be responsible for the final assembly, you can also buy these as kits and weld them yourself (half price).

Okay, I'll stay. The next shot (photo 2) shows the dash fit together. The components come with male and female tabs so the fit is perfect. The following shot proves that Randy knows how to weld since he tacked the unit together first. Is that enough? You can take it from here—happy hour just started. All right, before I go, I'll tell you what you're looking at. The next shot shows Randy performing final welding. The following shot confirms that the master himself cleans his welds, and then there's the portrait of Randy with the dash. Damn, I'm thirsty, it's hot as hell in the garage, and the petite one is waiting at the bar ... I'm gone.

If you have any questions call Randy any day of the week before happy hour: (804) 845-7688.

—Snake



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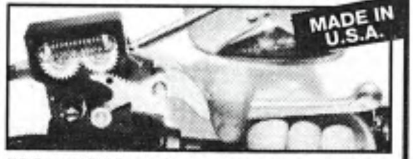

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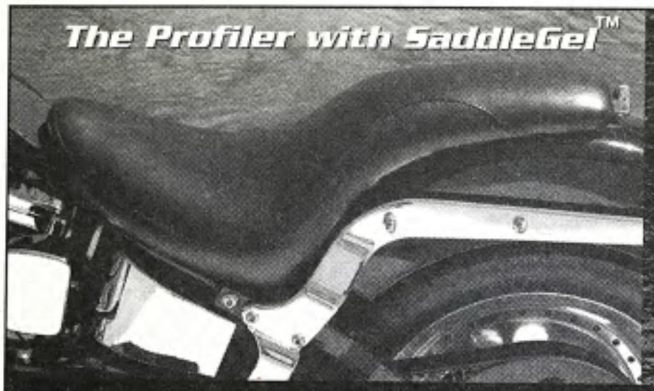

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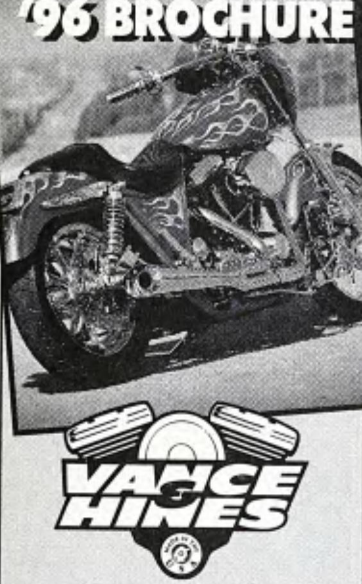

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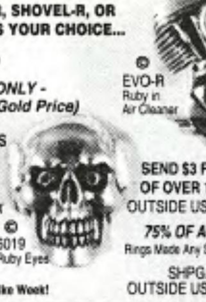

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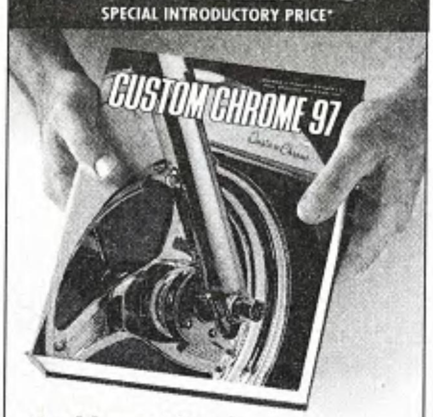

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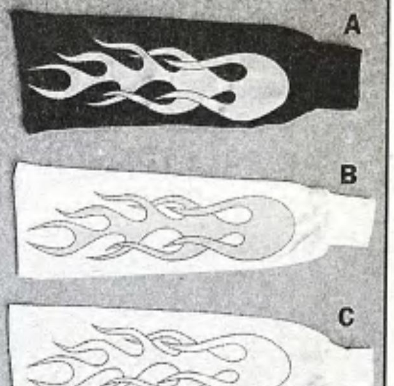

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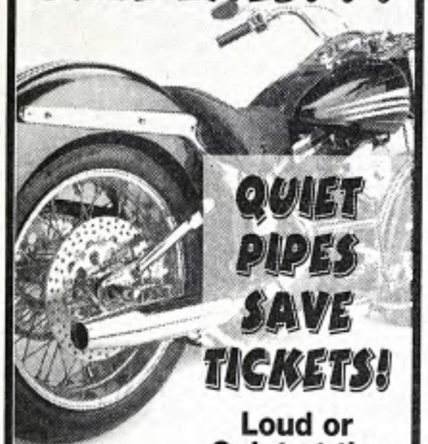

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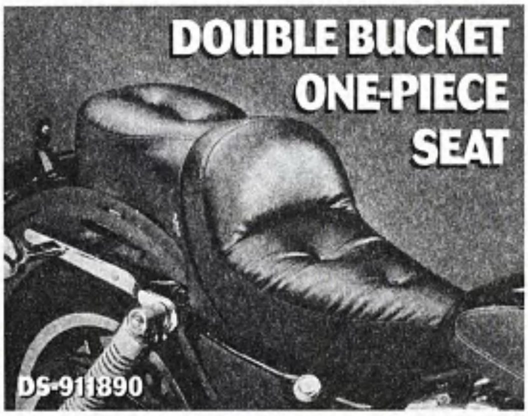

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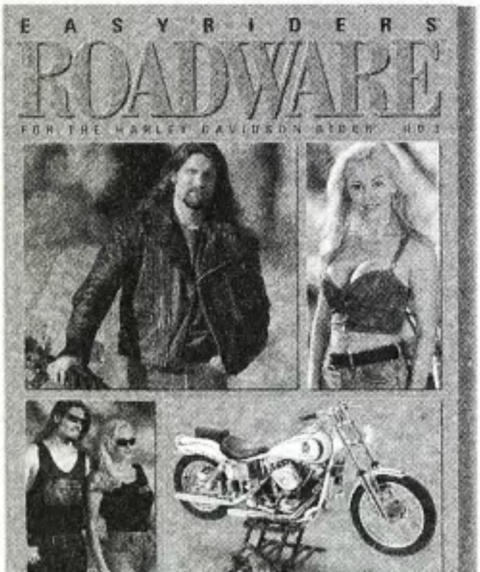

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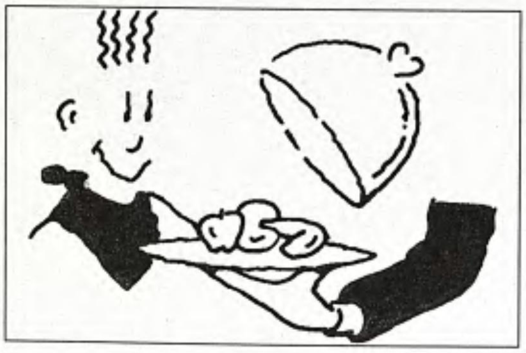

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American Heart Association

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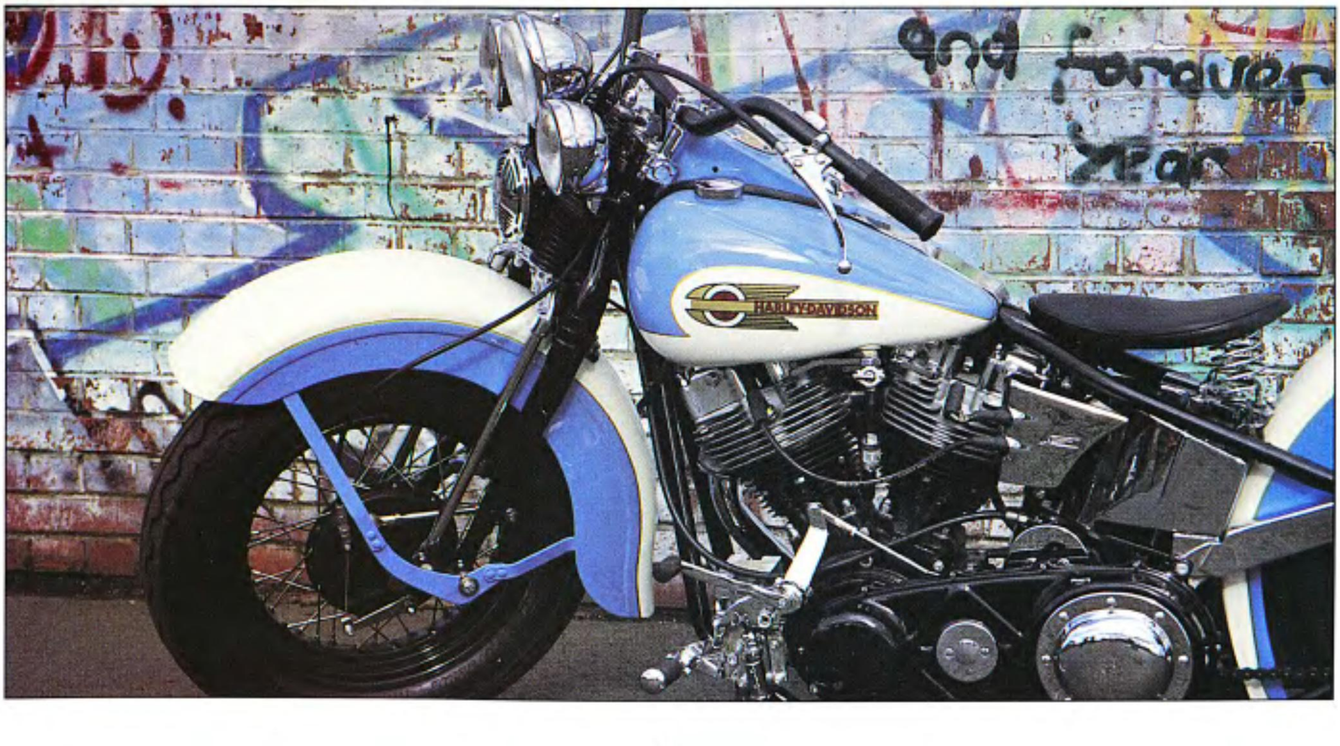
READERS' RIDES

Clause Erngren
The South Of France
1974 Shovelhead

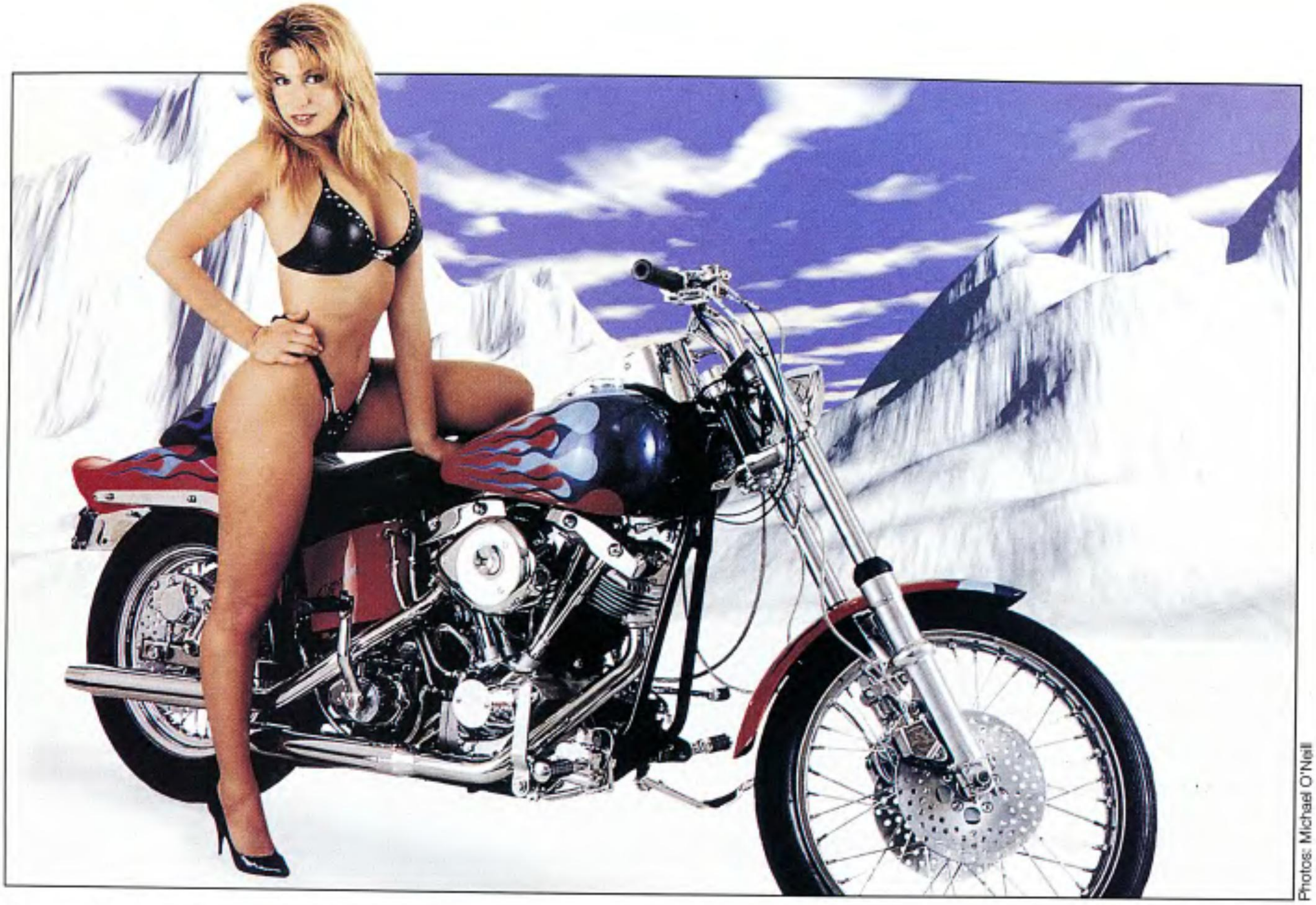
How this ShovPanKnuckish ended up at Thunder Road Motorcycles in Birmingham, England, I'm not sure, but it is only one chapter in the bike's long history. By the time it reached Birmingham it had already undergone many changes. The springer forks had been stretched 10 inches, and it was a rather sorry-looking, mild-Swedish chop. Clause decided to go for a more traditional look. The stroker Pan engine it had been running was swapped in favor of the '74 Shovel you see here. The frame was stripped and found to be completely shot, so a replacement Pan frame was sourced from Sweden. The forks were shortened back to the length the factory intended them to be. The bike was painted in the livery of a 1936 Knuckle, and and the whole collection was reassembled.

Clause is happy with his ride and regularly takes it for a spin around his new home in the south of France. He does comment, however, that the erratic driving often performed by the locals makes him doubly glad to have the modern GMA rear brake. —*Steve Kelly* →

Photos: Steve Kelly



READERS' RIDES



Photos: Michael O'Neill

Superior Motorcycle Parts
Huntington Station, N.Y.
1996 DBE Wide Glide

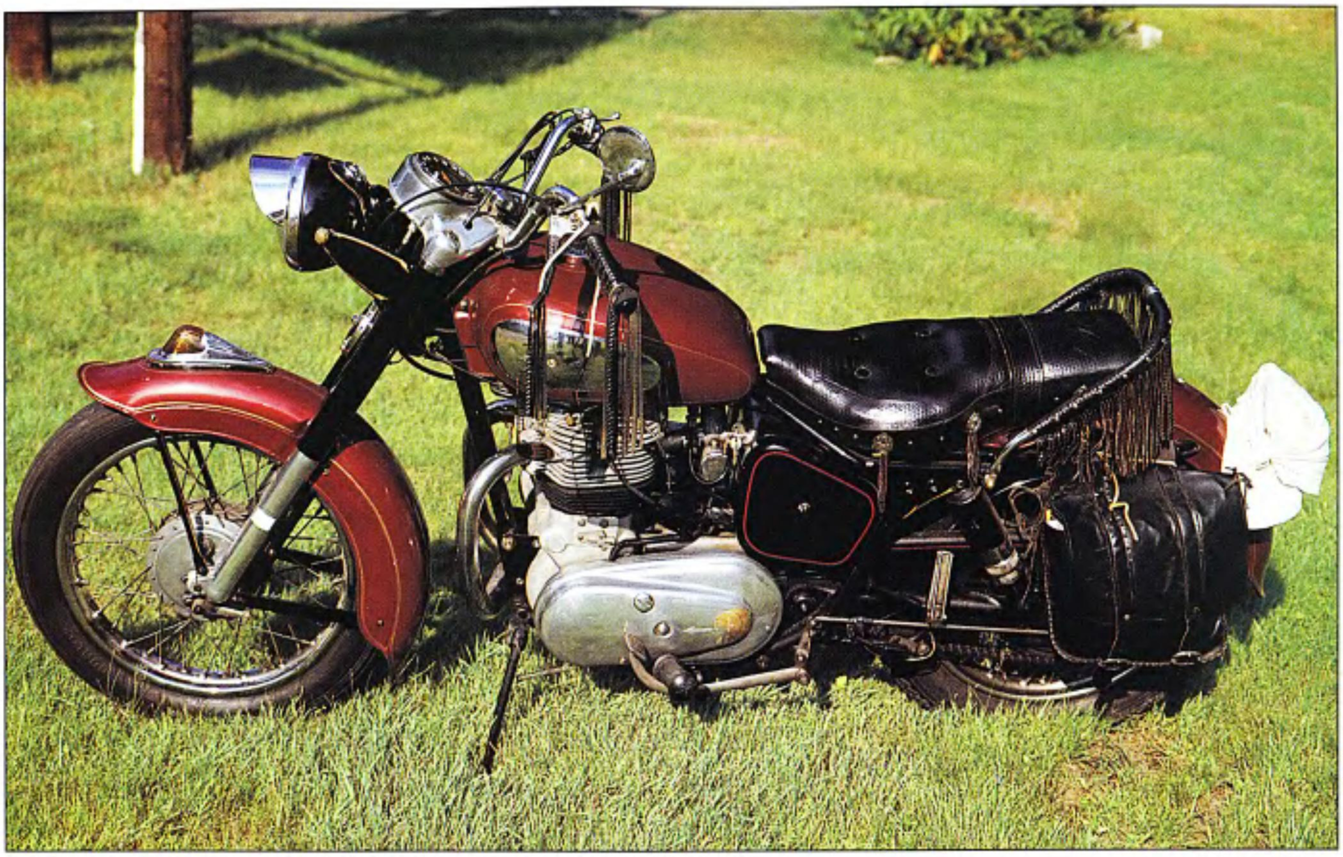
Ah, weeknights. Traffic was heavy and fast, I barely made the yellow light at my exit, and scraped the pegs on my stroked dirt track-styled Evo Sporty. Got home, fed the dogs, grabbed my mountain bike and knocked out a quick 7.41 miles, making sure to cruise through the parking lot of Rumors to check out the girls taking a smoke break out back, and pedaled home. Grabbed some week-old carrots and a bottle of water out of the fridge (personal note, add some Freon to 'fridge), plugged in the new Junior Brown CD, picked up an old issue of *Easyriders* (the 10th Anniversary issue) that was lying on my desk, propped my feet up, and just when I was all settled in, the phone rang. It was the lovely and talented Nancy from Editorial telling me to call Superior Motorcycle Parts in Huntington Station, New York, and do an article on the bike kits they're selling.

If the name sounds familiar, it's because Superior Motorcycle Parts has been offering chassis kits for a couple of years now. You might have seen their ads. They offer complete chassis kits, right down to the spacers and washers, kickstand, gas and oil tank, wheels and tires, seat and the choice of front end and frame style—rigid, swingarm, Sportster rigid, or Easy Ride by Paughco. They have now taken the kits one step further and offered a more thorough kit featuring your choice of engine and transmission.

This is a good alternative to buying a new bike for whatever they cost these days, and then having to go buy the parts you really need (and you do need them). Superior will work with you and allow you to put together exactly the parts you need to build the bike of your dreams. Superior will add or subtract any options in their kits, depending on what you want. They also can build the bike for you.

Pictured here is an example of a Superior-built bike featuring a Shovelhead engine and four-speed tranny, a swingarm frame with a wide glide front end, and paint by Bondo and Darren at Cycle Works in Greenlawn, New York.

For more information about Superior-built bikes call (800) 528-8894. While you're at it, ask 'em for a free catalog. —*Flynch*



Photos: Billy Tinney

Mark Lathrop
West Chesterfield, N.H.
'57 Royal Enfield/Indian

As I shuffled through the papers that cover my desk, searching for a book (the title escapes me) which contained some good pictures of Jack Pine racers. (I need to do some research on the make-up of the machines since I am going to start collecting parts to build one to race my buddy Jack who is also building one.) I noticed that the assignment bike on the slides was a Royal Enfield Indian and the owner of the bike is from New Hampshire (birthplace of the late G.G. Allen.) I knew this was going to be interesting. Oh, am I ever the master of understatements.

The owner, Mark Lathrop, had ridden a few motorcycles in his life, but never owned one. So when he determined that he was ready for ownership he decided upon an Indian. He said that you see Harleys everywhere,

but rarely an Indian. He would have loved to have an American Indian, but with the current motorcycle revolution, prices were a tad more than Mark wanted to pay. Mark stumbled across the Indian when two of his customers told him they were going to sell their 1957 Royal Enfield Indian. The '57 had just been restored and was in perfect shape so Mark bought it. Mark's Royal Enfield 700 twin was once sold under the Indian name in America between 1955 and 1959.

Mark is quite the interesting character, and enlightened me to some interesting pieces of American history and botanical chemistry. You see, Mark is the owner of Monadnock Hemporium on Rt. 12 south of Keene. Mark's store sells items made from industrial hemp. Even though I grew up in eastern Kentucky, I was unaware of hemp's many uses and the differences between industrial hemp and marijuana, which is smoked in order to create a lofty effect. Mark educated me to the battles against corporations with a vested interest in hemp remaining classified as a drug even though industrial hemp probably has the same effect when smoked as yard clippings. (Don't get any ideas) I wished I would have recorded our conversation, in about an hour we had solved all the world problems ranging from organized religion to public education and the environment. Live free or die.

—*Flynch* →

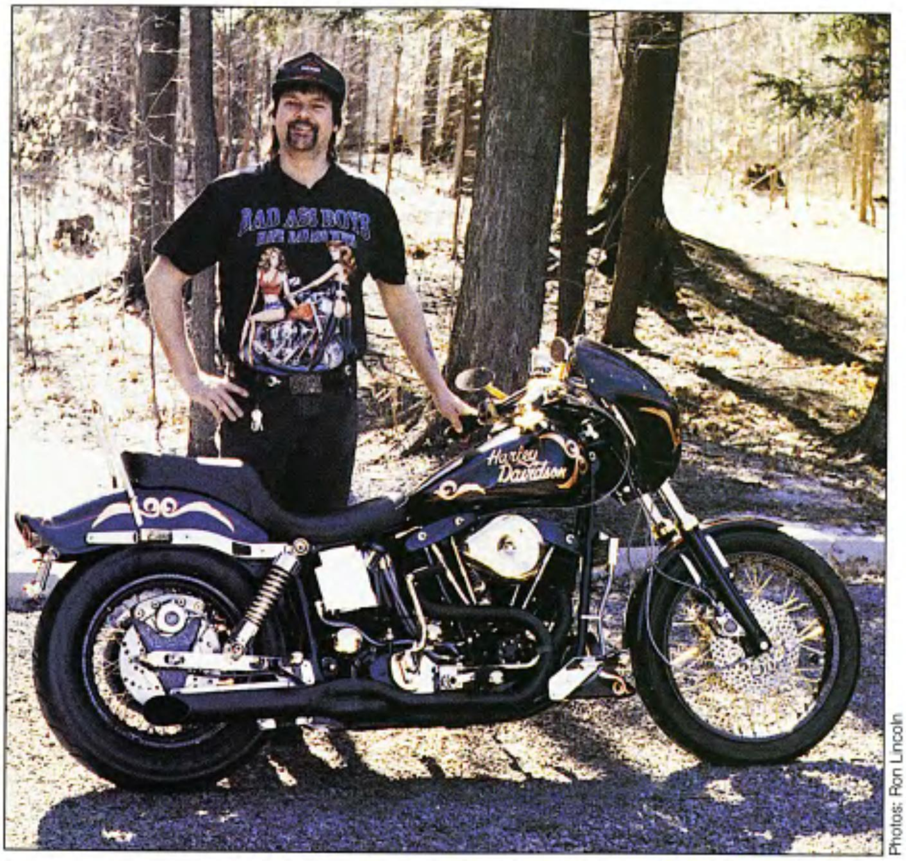
READERS' RIDES

Tiger Bartz
1978 H-D Low Rider
Java, New York

Tiger Bartz has been on his own since age 16, and has always been partial to pioneer-style living. He currently hangs his hat in Java, N.Y., a town that "has more cows than people." He lives in a log cabin that he and his old man built by hand from telephone poles (California cedar) that had been salvaged from a fire way back when. His remote pad has served him well, especially during those long, gnarly winters when there's not much to do out in the snowbound boonies 'cept wrench on your ride by the warmth of a wood stove.

For many years, Tiger had built and ridden rigids throughout the Eastern states and many of the Midwestern ones, too, and had fared his share of cowshit, rain, and other nasty things. But when he laid his eyes on a brand-new Low Rider back in '78, he gave up the hardtail for a sled that would carry him into the next couple decades. Tiger's a machinist by trade (at Ever Fab, 20 country-road miles away in East Aurora, N.Y.), so the construction work on this righteous Shovelhead is his own.

You can see where his years as a machinist combined with those winters by the wood stove paid off in the way he shortened the Low Rider's front end and shaved the lower legs, modified, milled and drilled the trees to hide his cables, handmade front and rear automatic chain tensioners (from scrap metal lying around the shop), and countersunk all the Allen bolts. And for those night rides in the woods, he designed and custom-made a bunch of hidden lights that he stashed in the ends of his bars, inside the louvered dam, under the saddle and in the frame itself. Pretty slick. Although Tiger had long run solid lifters, an S&S carb and air cleaner, and Paughco pipes, it wasn't until he changed the gearing to 52-tooth (along with a harmonic balancer) for better highway cruising, and added a Rivera Engineering turbo charger that kicks in at about 2,500 rpm—and found a used SU carb to feed it—that he finally got that thundering night rider to book as strong as her look. *—Clay Dog→*



Photos: Ron Lincoln

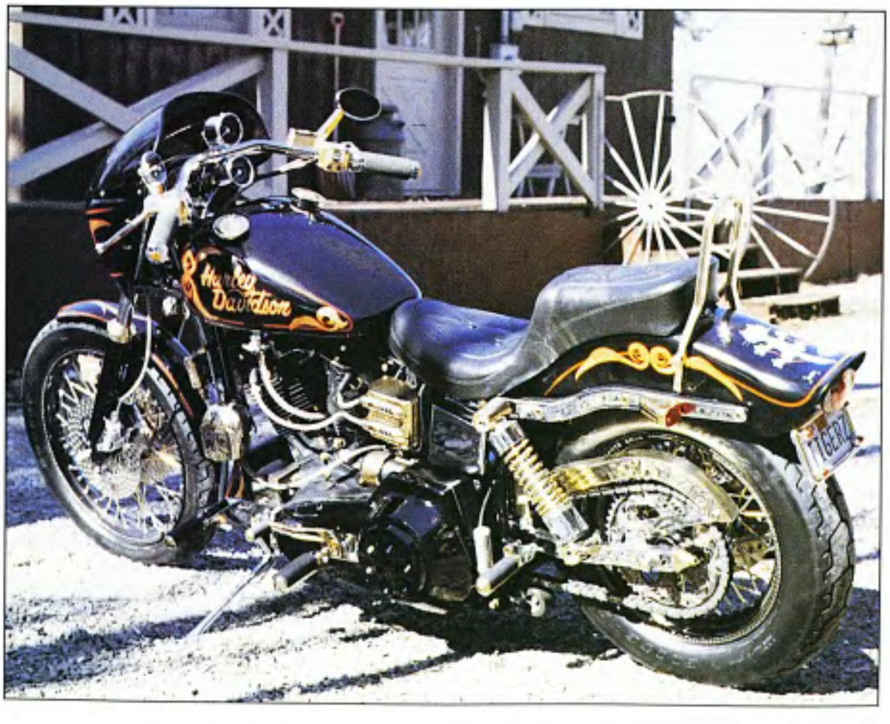


Photo: owner

Dan Johnson
Round Lake, Illinois
1993 Softail Custom

Yes, I know, I feel your pain, I have been there myself. You find yourself dining at only the finest establishments, drinking only the most expensive champagne, taking supermodels ballroom dancing on weeknights, and throwing hundred dollar bills around like it's an election year. But your Softail looks just like every other Softail in the valet parking lot.

The trend seems to be headed toward shorter and lower bikes, but Dan the Man Johnson hangs on to what he fondly calls his "Chopper Days," an era he says he never quite grew out of. (Like any of us have.) I'm sure the sequin gown and tux crowd are drooling over the Pat Kennedy adjustable triple trees and six-over forks, wishing they could be as elite. Hey, whaddaya expect from a 47-year-old ironworker from Round Lake, Illinois? Dan says the myth about long front ends falling is pure folklore. "With the Kennedy trees you can set the trail dead on, no matter what length front end you're running—in fact I plan on making it longer even. If you close your eyes, you think you're riding a stock bike." Yeah, well let's not be testing that theory, all right Dan?

Dan has been modifying the Softail since he bought it new in '93, starting with the cosmetics first. The flames were applied by Marty of Camelot Colors, but the dual Arlen Ness headlights were totally Dan's idea—he said he wanted something different. Who doesn't? Saving the performance aspects for last, Dan took his chopper to Mirror Mountain Motorcycles in Genoa, Wisconsin. He had the heads shaved, a Crane cam and ignition installed and an S&S Super E carb added for good measure. You never know when you need to make a quick exit with the mayor's debutante daughter. (Holding a case of Chablis, no doubt.)

Like any gent, though, Dan isn't satisfied with sitting on his laurels. He has another project in the works: a blacked-out rigid Euro long bike influenced by the book *European Choppers* (Classic Motorbooks International).

Dan was sure to mention that none of this could have been accomplished without the support of his special girlfriend, Molly. Good taste never goes out of style.

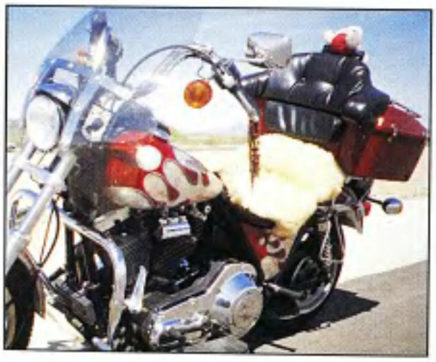
—*Flynch* →

READERS' RIDES

Photos: owner

Barbara Baker
Phoenix, Arizona
1989 FXR

And then there are those days when you spring out of bed, kamikaze into a pair of limp jeans, and nose-dive into a see-through T-shirt, all the while playing air guitar to a Ted Nugent jam you've got going inside your cerebral cavity, because today the weather is great, and you ... you are going to blast out into another day of freedom in the Arizona sunshine on your '89 FXR. Breathe. You screw it on past the neighbors, with their dull gray lives, who are on bended knees pretending to have a preoccupation with mulch and grass seed, when inside all they can wish is that they too could be as exuberant about the dawning of another day on this planet as you, with your loud, shiny, happy motorcycle. While their knees are cold and damp from the soil, yours are soaking up 75-mph positive UV rays, your teeth clenched in a joyous smile interrupted only when you shout aloud "wango tango!" Breathe.



This could be you, but it's not. It is the one, the only, Barbara Baker from Phoenix, Arizona, 47-year-old mother of three, grandmother of three. The former Cape Cod resident followed the examples of the Kennedys, the Liddys and the Placas and decided that year-round riding seasons beat the hell out of a six-to-nine month season, and consequently moved west. Of course she brought along the wondrous FXR pictured here.

Barbara bought the FXR in '91, but waited until the proverbial first scratch to start customizing the ravishing machine. She then took it to Cape Cod Choppers and with list in hand told them what she wanted. Aside from a flashy paint job, she also wanted a Tour Pak and floorboards. So using a luggage rack from a Softail, "Lumpy" at CCC fabricated the system. Bruce, also of Cape Cod Choppers, then applied the cheerful paintwork.

Barb wasted no time testing out the Tour Pak's practicality by riding from Massachusetts to Sturgis, covering 5,800 miles. Upon returning home, she said that she felt like she could turn around and do it again. So she moved to Phoenix.

The FXR has 40,000 miles on it, and she has no plans to change a thing. She did, however, bring up the subject of touring Alaska. Barb, who has been riding for 10 years now, says that either you like riding or you don't. If you do, then it's your life. Wango tango. —*Flynch*

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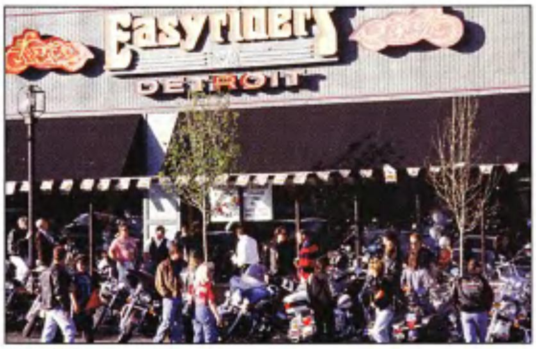

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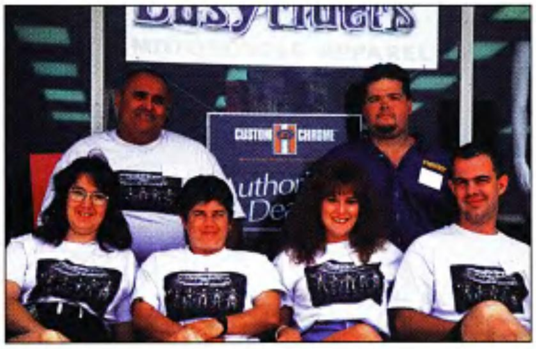

New Orleans, LA

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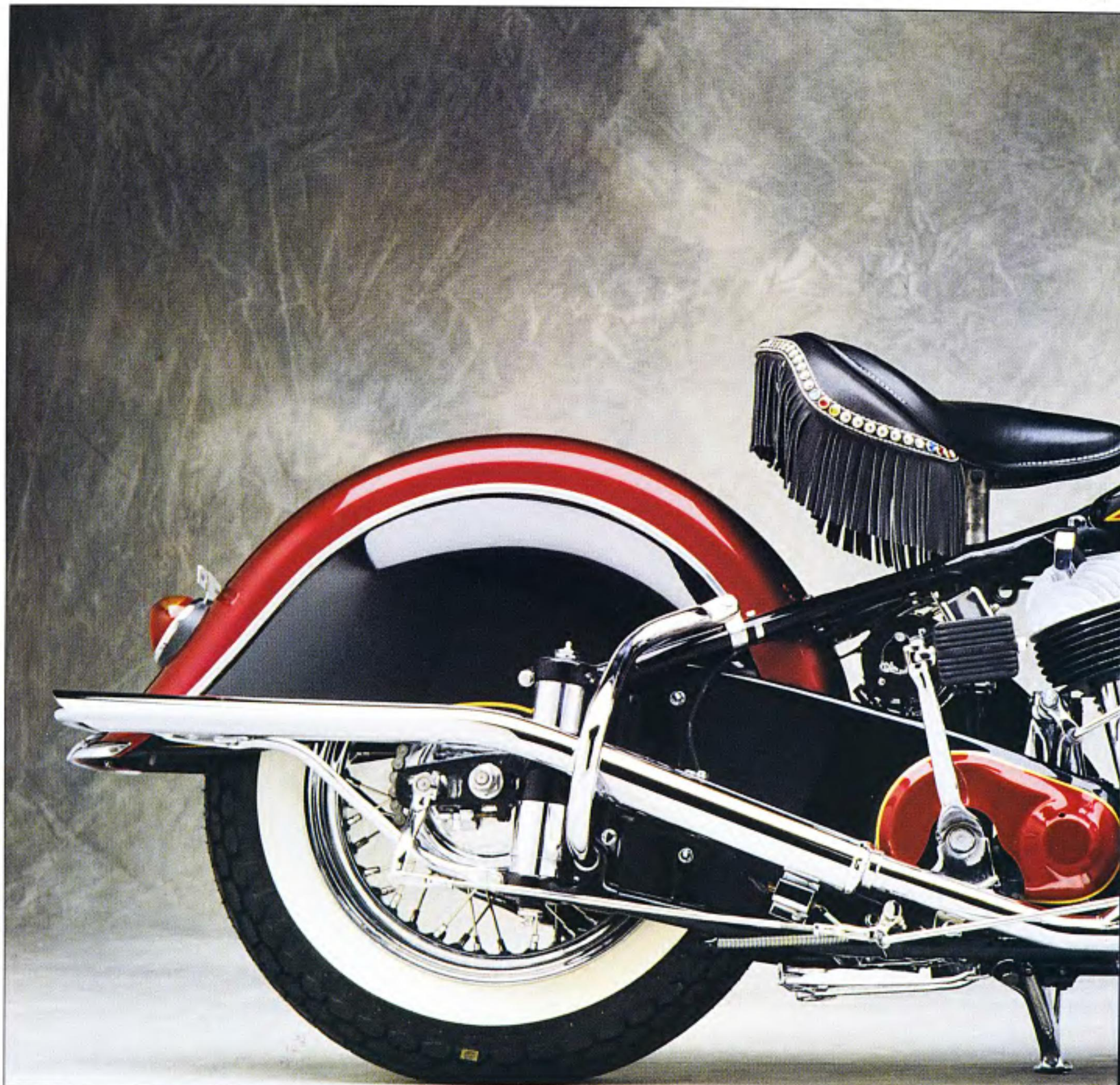
INDIAN

Bruce Whitted's teenage years were spent riding an Indian Chief in the relaxed comfort of Ohio's back-country roads. By the 1950s he was starting a family, which required many a sacrifice, including trading in the Indian for a work truck. In the late 1980s a light went on: the kids were grown and off on their own, and the time for sacrifices was over. "What's holding me from having my old Indian back?" Bruce thought. The answer was obvious, and so in the last six years a collection of seven road-burning Chiefs has been lassoed into his garage.

A masonry contractor by trade, Bruce thought he was prepared for motorcycle restoration, but before long, his own mechanical limitations dictated scouting around for a competent mechanic. Jeff Javens came highly recommended and proved to be the right man to perform the laborious engine and transmission overhaul work. He also proved



SUMMER

invaluable in the most difficult phase, the reassembly of the machine. Bruce and Jeff collaborated on the slow and time-consuming reconstruction of every minor subassembly piece and the final assembly of the entire machine. Expertise gained with each restoration led to networking with other collectors and specialized dealers for replacement parts.

The turn of the 20th century brought new production technology to Indian, which mass-produced bikes with interchangeable parts until the company went out of business in 1953. In the last decade, aftermarket reproduction parts suppliers have surfaced to provide anxious Indian restorers with new parts for their restorations. Bruce's experience has been that no matter how good the parts look, they do not and will not fit without further modification. Most current manufacturers produce Indian parts that have no standards of conformity and should be packaged with →

warning labels stating, "Noninterchangeable replacement part."

The beautiful two-tone paint work is a variation on the Paul Gabasini original 1950s rainbow design that is so popular on full-skirted Indians today. Gabasini was a well-known Cleveland, Ohio, Indian dealer who popularized the rainbow colors in the '50s. Bruce likes the scheme so much he painted two of his machines exactly the same. He prefers the girder fork for superior handling over the earlier leaf spring fork model, but recommends lifting one's weight off the seat when crossing railroad tracks or bumpy roads to avoid an unpleasant jolt up the spine when the rear frame suspension bottoms out.

This meticulous restoration garnered a first place at the 1996 *Easyriders* Columbus, Ohio, bike show. Bruce has the opportunity to bring the classic back to Columbus in February of 1997 to compete in the $35,000 Invitational Class. As is his tradition, he will show up with this motorcycle and another one newly restored for the Preview Class—and you can be sure that his new creation will be top of the line.

—*Mike Egan*

3RD PLACE: SPECTATOR CLASS
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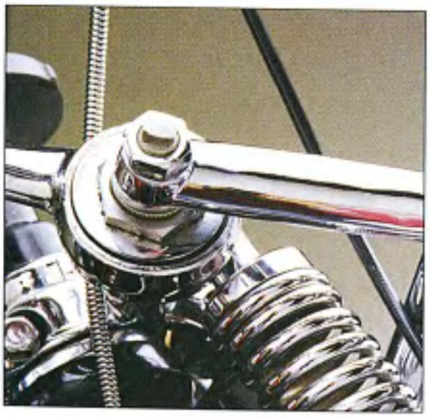
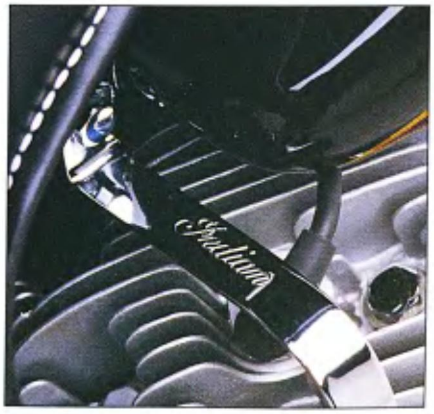
Columbus, Ohio, February 16-18, 1996
Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 1997





Owner: ....Bruce Whitted
City: ....Rootstown, Ohio

General

Fabrication: ....Indian Motocycle Co.
Year and make: ....1946 Indian
Model: ....Chief
Value: $28,000
Assembly: ....Jeff Javens
Chroming: ....Portage Plating

Engine

Year and model: ....1946 43-degree V-twin
Rebuilder: ....Jeff Javens
Ignition: ....points
Displacement: ....74 cubic inches
Lower end: ....stock
Cases: ....stock '46
Heads: ....flat, aluminum
Cam: ....Indian
Carb(s): ....single Linkert
Pipes: ....reproduction
Modifications: ...aftermarket reproduction air cleaner

Transmission

Year: 1946
Shifting: ....hand-shift 3-speed

Paint

Molding: ....none
Painter: Harvey Sollers, Rootstown, Ohio
Color/type: ..wineberry, black/Ditzler lacquer
Special paint: ......striping, Harvey Sollers

Frame

Year: 1946
Builder: ....Indian
Type: ....rear, coil compression

Accessories

Bars: ....original
Fenders: ....full skirts original
Headlight: ....stock
Taillight: ....Indian
Speedo: ...Corbin, cable and gear-driven
Pegs: ....footboards
Electrics: 6-volt
Gas tank: ....stock, 3.5-gallon
Oil tank: ....stock, 3 quarts
Oil system: ....dry sump
Seat: ....solo
Mirrors: ....Indian
Grips: ....stock rubber

Forks

Type: ....girder
Builder: ....Indian
Modifications: ....shock rebound

Wheels

Front

Type: ....Indian
Size: 16-inch
Tire: ....5.00 x 16
Brake: ....drum

Rear

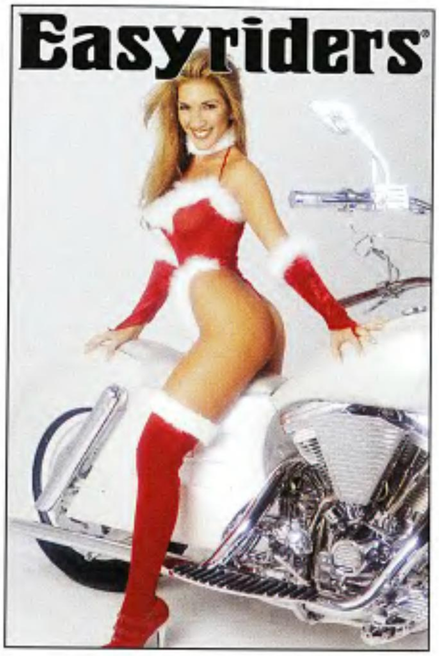
Type: ....Indian
Size: 16-inch
Tire: ....5.00 x 16
Brake: ....drum

Photos: ....Michael Lichter

COMING AT YA

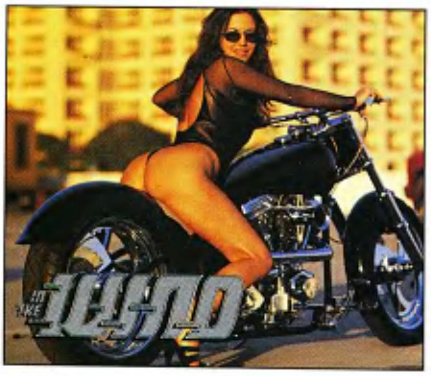
Look out, 'cause time is flying like a sea gull on steroids, and before ya know it, the **December** issue will be hitting your mailboxes and newsstands with all the holiday cheer you can guzzle down your gullet. But make sure you put down that Jack-spiked eggnog long enough to check out our guide to toys runs across the country, fiction with a Yuletide bent, seasonal shots in In The Wind, and a catalog crammed with gift-giving ideas for the discriminating biker. On the feature front, you can look forward to up-close-and-personal peeks at some pulchritudinous putts like Craig Cagle's hardtail chopper, William Huykman's '56 Pan, and Wes Furrh's show-winning Fat Boy, which takes a mid-winter's ride with our Floridian Fox Hunt winner, Jennifer. We're also offering up a colorful look back at the good times you had in Sturgis and a dusty depiction of the *Easyriders* Rodeo in Wilson, N.C. In the Service Department we'll have Tech Tips ranging from implementing a White Bros. Lowering Kit to putting together a 5-speed tranny. And Phantom delivers with another list of useless trivia. Don't miss a page.

On sale October 24



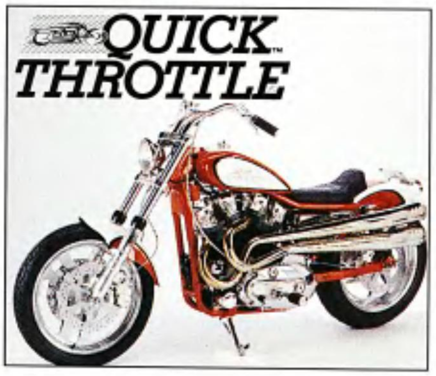
Since it's gettin' on toward Christmas, toy run coverage abounds in the **December** issue of *Biker*. It also contains all the cover girls for '96 in the T&A section, four bitchin' bike features, biker events from 'round the country, news that concerns ya, Miraculous Mutha tellin' all, and the second part of J.J. Solari's legwettin' story, *Extinct At Last*. Always remember, we're the rag with the normal abnormal biker event coverage.

On sale October 29



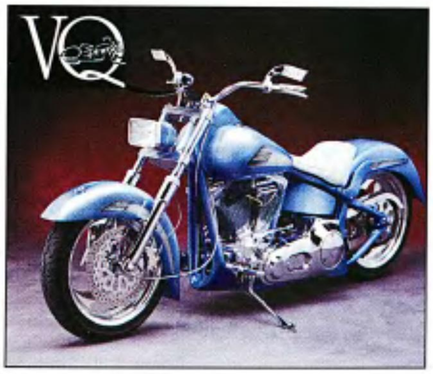
Jammin' into **January** 1997, *In The Wind* #79 celebrates the past 25 years of *Easyriders* magazine with a 32-page spread covering the party fever that took place last summer at *Easyriders* franchise stores across the country and in, of all places, Finland. When we're not toasting, we're displaying to the world the best photos of people enjoying the Harley lifestyle. There's also a trip to Intercourse ... Pennsylvania, that is, and a lot more.

On sale October 8



Ring in the new year with loads of hot racing action and high-performance tech tips in the **January** issue. Hopped up and ready to go are Rich Riley's Softail, Ken Fruehauf's Pro Streeter, Larry Jones' XR 1000, CCI's FXR, and Tom and Weasel Butler's FLSTF. We've got the low-down on the Sturgis drags and the stormy racing action at Myrtle Beach. Check out Mikuni's new line of performance carbs, our stroker kit guide, and more.

On sale October 22



VQ's **Winter** '96 issue chills out with Arlen Ness' SMOOTH-NESS, an aluminum masterpiece styled off the famed Bugatti. Park that alongside a cool collection of radical rigids, sleek Softails, and flipped-out FLHs. In addition, Ron Simms lets loose with top secret details of a master builder's domain. You can also look forward to articles on Joker Machine, Dream Bikes, Judge Ken Jones' horses and Harleys farm, and Kiehl's Pharmacy hangout.

On sale November 14

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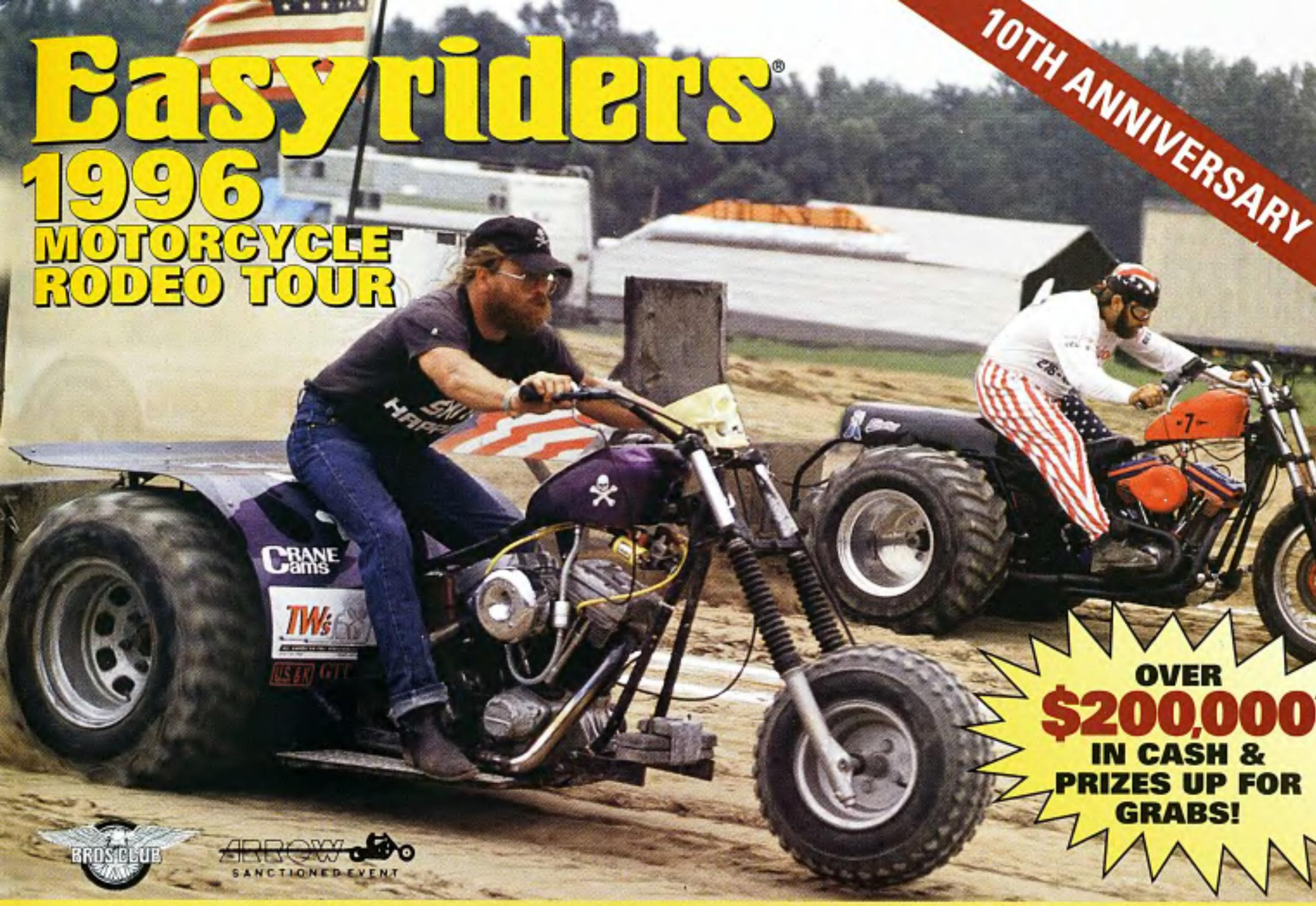

TATTOO CONTEST ★ RIDE-IN BIKE SHOW ★ TROPHY GIRL CONTEST
RODEO ACTION ★ TRADE SHOW ★ WEEKEND CAMPING

SEASON OPENER **JUNE 28, 29, 30** Wilson, North Carolina Wilson County Fairgrounds (I-264 to Hwy 301 South)	**JULY 5, 6, 7** Middletown, New York Orange County Fairgrounds (I-84 to Hwy 17 West, to exit 120)	**NEW ENGLAND RODEO** NEW **JULY 12, 13, 14** Keene, New Hampshire Cheshire County Fairgrounds (I-91 to Rt. 9 East)
JULY 26, 27, 28 Prospect, Pennsylvania Butler County Fairgrounds (On Rt. 422, 8 miles West of Butler)	**AUGUST 2, 3, 4** Memphis, Tennessee Memphis Motorsport Park (Hwy 51 to Fite Rd)	**AUGUST 16, 17, 18** Fowlerville, Michigan Fowlerville County Fairgrounds (I-96 to Fowlerville exit, go North to Grand River)
9TH ANNUAL **AUGUST 30 - SEPT. 2** Chillicothe, Ohio Ross County Fairgrounds (Hwy 35 to Rt. 104 North)	**SEPTEMBER 13, 14, 15** Morris, Illinois Grundy County Fairgrounds (Hwy 80 to Rt. 47 exit, go North)	**MILWAUKEE RODEO** **SEPTEMBER 20, 21, 22** NEW Waukesha, Wisconsin Waukesha County Fairgrounds (I-94 West to 294 exit South on "J")
MT. RAINIER RODEO RUN **SEPTEMBER 27, 28, 29** Enumclaw, Washington King County Fairgrounds (Hwy 5 to Hwy 18 East)	NEW **OCTOBER 4, 5, 6** Lake Perris, California Lake Perris Fairgrounds (I-215 to E. Ramona Expressway)	**★GRAND NATIONALS★** **OCTOBER 11, 12, 13** Santa Rosa, California Sonoma County Fairgrounds (Hwy 101 to Hwy 12 East)

RUN ROADER Saddlemen ACCEL AVON Hot Shot motorworks Legends

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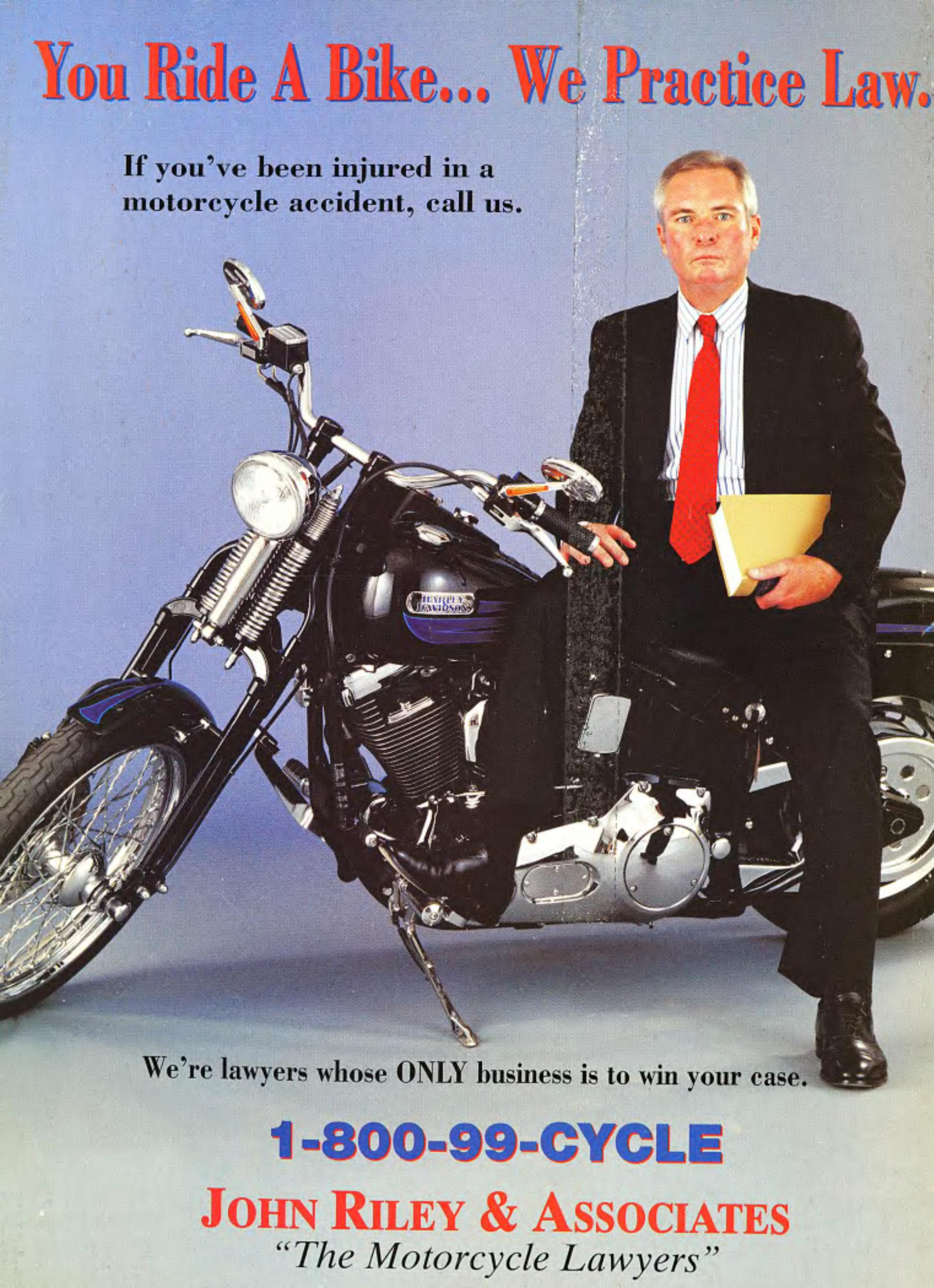
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